

FINAL REPORT
for a
RECONNAISSANCE LEVEL SURVEY
of
HISTORIC AND ARCHITECTURAL RESOURCES
in
LANSING'S CENTRAL NEIGHBORHOODS

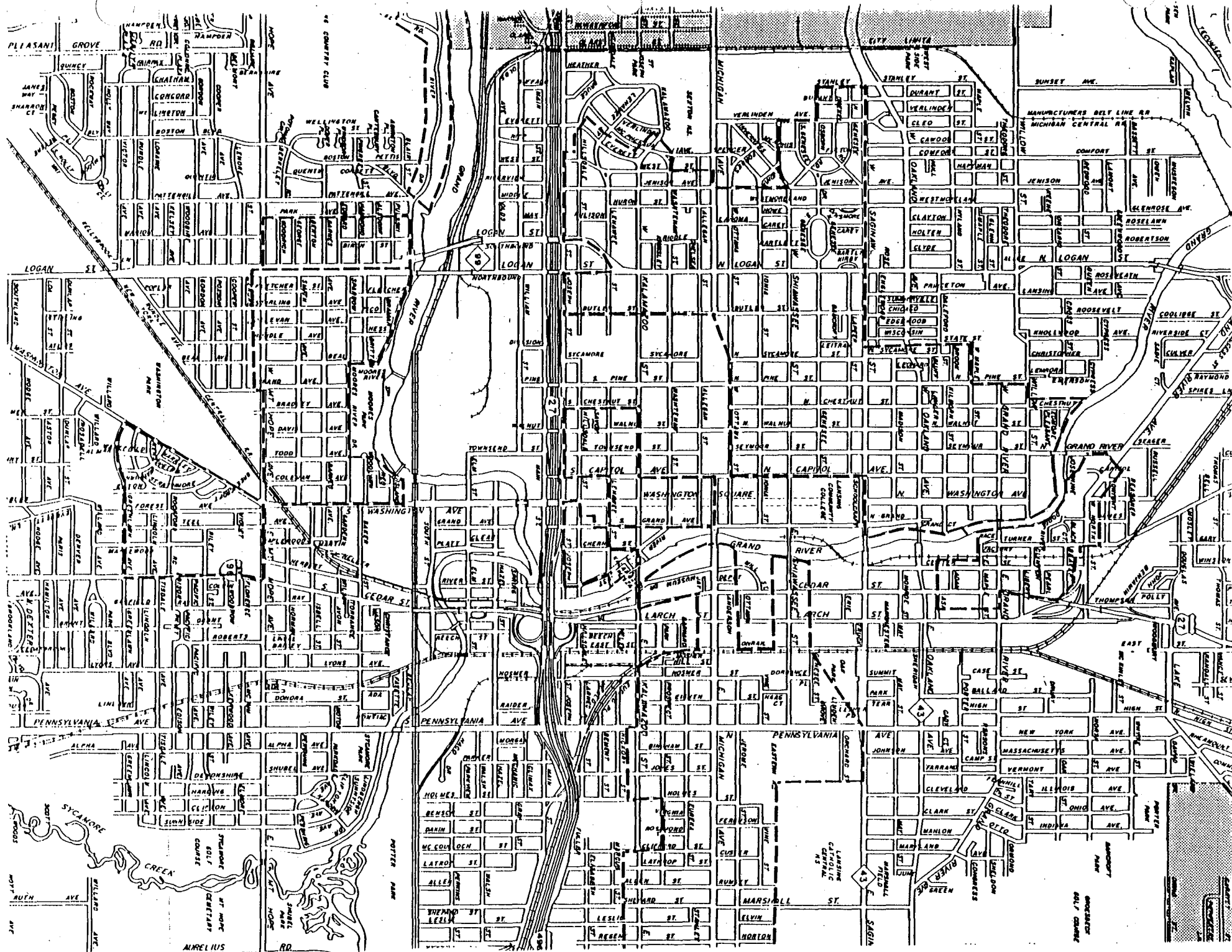
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the City of Lansing

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Introduction

The purpose of this project was to perform an inventory of all buildings in six of the older, central-city neighborhoods of Lansing, Michigan, including the city's downtown. The study area boundaries are shown in the map at the end of this introduction. The project involved the preparation of inventory cards with photographs for and mapping of the locations of approximately 6,900 structures in three square miles of territory and the preparation of historical and architectural overviews for the city as a whole and separate overviews of various themes (such as the auto industry) important in the history of the city. These overviews are intended to assist in future, more building- and neighborhood-specific research and the preparation of applications for city, state, and national historic site designations in coming years.

This project was carried out in April through July, 1986. The field survey work was done by Robert Schneider and archival research and preparation of overviews and context worksheets by Laurie Sommers. Schneider and Sommers collaborated in post field-work assessments and in the preparation of this final report. We wish to acknowledge the material assistance of Bill Acheson, Cynthia Wheatley, Don Hanna, Elizabeth Gunter and others from the Lansing Planning Department in this project.

Previous Studies

Several previous studies of the historic and architectural resources of Lansing and of areas within the project boundaries have taken place over the years. In the early 1970's the Lansing Historic District Study Committee appointed by the city published Historic Lansing, a report containing a brief architectural history of the city, identifying properties throughout the city of historic and/or architectural importance, and outlining some strategies for their protection. In 1975, research by local historians and residents resulted in the listing of the "North Lansing Historic Commercial District" in the National Register of Historic Places. An inventory of downtown Lansing buildings, completed in 1978 by students of the Historic Preservation Program at Michigan State University, led to additional research and the preparation of a multiple resource National Register nomination for selected downtown properties by the Michigan History Division (now Bureau of History) of the Michigan Department of State in 1978-80. Nine downtown structures were eventually listed in the Register as a result of that project. In 1979, a Michigan History Division intern researched the Sycamore Street neighborhood and prepared a draft National Register nomination for a historic district in that area. Other research has been carried out on the Cherry

Hill neighborhood, transportation-related Lansing sites, and the work of early Lansing architect Darius Moon. This report makes use of all these sources. It is hoped that it will inspire the additional work necessary to document and preserve the city's historic and architectural resources.

Methodology

Research Methodology

The historic and architectural research for this project involved secondary research using published histories, previous surveys, National and State Register nominations, and Bureau of History working files. Primary research was conducted with city directories, state gazetteers, Sanborn maps, plat maps, labor department reports, and census records. The Library of Michigan's Collection, the Lansing Public Library Local History Room, and the R. E. Olds Museum Collections all contain materials relevant to the project. Special assistance was provided by Robert O. Christensen of the Michigan Bureau of History, who wrote the original downtown Lansing Multiple Resource Nomination text; Rochelle Elstein, who completed research on a number of downtown buildings during an internship with the Bureau of History; JoAnne Jager, who shared research on St. Casimir's and the R. E. Olds Museum complex; David Caterino, who provided access to recent work on Lansing transportation-related sites for the R. E. Olds Museum; Sadayoshi Omoto, who generously shared student papers on Lansing architecture; and Bill Acheson of the Lansing Planning Department, who assisted with project research.

Problems

One problem with Lansing research is that published histories often provide conflicting dates for events and building construction. Some of the previous survey data sheets seem reliable; others do not. In cases of conflict, the dates used represent the most reliable source: datestones, Sanborn maps, and so forth. Previous research by the Bureau of History was assumed to be accurate. Great care should be used in future work on Lansing if more detailed historic districts or multiple resource nominations are prepared.

Field Survey Methodology

The field work was performed during the months of April and May. This was advantageous for two reasons. First, there was little inclement weather to contend with or create equipment problems. Second, deciduous foliage had not yet appeared in full, which allowed for unobstructed photographs to be taken, especially in residential neighborhoods. A new field survey method was also used. Instead of a two-person team (one to photograph, one to complete the field survey cards), one person used a tape recorder to take down important dates, notes, and locations. This procedure reduced field time considerably. Sanborn maps, dating to 1952, were used for the field work. These proved most helpful in situations where no visible address was showing. Using field notes from the tape cassettes, along with the

Sanborn maps and photographs, rough draft survey cards and maps were produced. These draft survey cards and maps were then finalized by the City of Lansing's Planning Division staff. A computer was used to process survey cards and an extra set of Sanborn maps was used as the final set of maps. Special thanks should be given to the Planning staff involved with this phase of the project, especially William Acheson, Don Hanna, Elizabeth Gunther, and Cynthia Wheatley, for their diligent work in preparing the final survey cards and maps.

Problems

The use of the tape recording method did reduce the opportunity of data verification that is present when two people work together in the field. Some Sanborn maps lacked a North, South, East, West street marking. This presented some confusion during the alpha-numeric ordering of the final survey cards. Once this problem was isolated the Planning staff was able to clarify any address using the unique negative number on the maps.

Survey Assessment

Additional Contexts

Since the historic research and field survey were completed simultaneously, the major historic contexts within the project boundaries are included in this report: growth and development, industry and commerce, transportation, agriculture, automobile industry, ethnic and minority history, religion, education, and architecture. Additional topics might include fire stations, Board of Water and Light properties, and public buildings. Likewise, the city's major auto-related industrial sites are located outside the survey boundaries. Considering the importance of this thematic group to Lansing's history, such sites should be carefully researched at some future point. Various industrial structures fronting Larch Street might require additional research; none are of outstanding architectural character, however.

In light of the current state and city efforts to revitalize the downtown, careful attention should be paid to the preservation option for East Michigan Avenue commercial area from Museum Drive to the railroad tracks. This area contains a high concentration of historic commercial buildings with intact and handsomely detailed upper stories and would have

great potential as an historic district/restored area leading into the Capitol complex and downtown. More intensive research could illuminate the history of this corridor and its commercial/industrial uses.

Survey Assessments

In the residential neighborhoods the building stock dates largely from the late 1800's to the 1920's. The prevalent architectural types and styles include the Four Square and Bungalow types, and the English Revival Cottage and Dutch Colonial Revival styles. Few Queen Annes were found and most of those exhibited only a few of the style's characteristics. A handful of Shingle Style houses were also present. Much of the residential architecture was vernacular and without specific stylistic references. Much of the survey area contained a mixture of well preserved houses and those left in disrepair. However, several neighborhoods, as a whole, were very much intact. Those included the Strathmore, West Genesee, and Park Heights areas. Much of the city's commercial architecture has been drastically changed over the years. However, while storefronts had been modernized, the upper facades often remained intact, such as in 227 S. Washington. On other occasions the upper-story facades had been altered but many of the storefronts were still intact or else displayed a more recent storefront that could be

considered significant in its own right. An example of this is at 121 S. Washington. Most commercial architecture exhibited Italianate or Late Victorian Panel Brick styling, although there were several examples of Art Deco, Neo-Classical Revival and Second Renaissance Revival-styled structures. As with the residential architectural styles, most of the commercial architecture exhibited styles that dated after the 1880's.

Another observation was that survey boundaries appeared arbitrary at times and excluded adjoining neighborhoods and structures that were of equal or greater architectural and/or historic significance. For example, Regent Street was used as the eastern boundary in the Michigan Avenue corridor. Clemens, Hayford or even Foster Street could easily have been substituted as a boundary. This would have brought in areas that were similar in nature to those in the established survey area and made for a more complete record of the area. The survey area boundaries for the downtown area did not include architecturally significant structures such as 528 and 520 N. Capitol, and 120 and 118 W. Ottawa. As stated in the Additional Context section, many of the industrial structures were also outside the survey boundaries. While much of the historic architecture in Lansing was surveyed during this project, there still remains a sizable number of structures that could, and should be documented.

Below is a list of structures, in addition to those listed in the Historic and Thematic Overviews, that warrant further research and may be candidates for National Register nomination:

403 Seymour	1701 Jerome
311 Seymour	1801 Jerome
326 W. Grand River	501 Seymour
610 N. Pennsylvania	1120 W. Michigan
612 N. Pennsylvania	1014 Sparrow
501 Seymour	204 W. Mt. Hope
130 S. Eighth	

Below are listed areas or neighborhoods within the survey area that warrant further research and may be candidates for National Register nominations as districts:

Michigan Ave. commercial area from the Grand River to the RR tracks
W. Genesee area from Verlinden to Logan and Ionia to Saginaw
Cherry Hill neighborhood
Moore's River Drive from Boston Blvd. to and including Cambridge
Strathmore area
Park Heights--Moore's River to Barnes and Logan to Washington
North Lansing neighborhood from Willow to Saginaw and Pine to Washington
Sycamore Street area from Ottawa to Saginaw and including the 600 block of W. Shiawassee
Michigan to Kalamazoo and Pennsylvania to Clifford

Many of these areas contain concentrations of buildings of architectural significance to Lansing. The Cherry Hill, North Lansing, and Sycamore Street areas contain some of the city's oldest homes and many of its best remaining examples of Victorian architecture. All of the areas present a homogeneity of architectural style and building age, and an above average degree of physical integrity of the individual structures.

HISTORIC OVERVIEW*

(*With a few minor exceptions, this text is based entirely on the Lansing Downtown Multiple Resource National Register Nomination by Robert O. Christensen, Michigan Bureau of History, 1980.)

The city of Lansing was founded as Michigan's capitol city under a provision of the 1837 Michigan constitution. The constitution established Detroit as the state's temporary capitol, but required the legislature to select a permanent site in ten years. Thus in 1847 the legislature was faced with making a choice. At one time or another virtually every town of any size in the state was given consideration; in the end, however, all were rejected.

At this juncture and at the instigation of James Seymour of Rochester, New York, owner of lands in the area, the name of Lansing Township was proposed as a compromise. The township, located nearly midway across the state, lay north of the part of the state that already was heavily settled. Thus its selection was seen as a means of promoting the growth of the more northerly parts of the state. Accordingly Lansing Township was adopted as the site.

Commissioners appointed by the 1847 legislature to select the location for the "Village of Michigan" (the settlement's name was changed to that of the township in 1849) chose section 16--bounded by Saginaw Street on the north, Logan on the west, St. Joseph Street on the south, and the railroad tracks east of Larch Street on the east. This area is now the heart of the city. In the spring of 1847 they platted the section into streets and lots and designated a large square as the site for the capitol building. Another block, located to the southeast of the capitol square (bounded by Allegan and Kalamazoo Streets and Capitol and Washington Avenues) was reserved for temporary state buildings. On this latter block a temporary capitol and a house for the governor--both unpretentious Greek Revival structures--were soon constructed.

Recognizing Lansing's isolation, in 1848 the legislature financed the opening of roads from the town to other important points. The legislature authorized the completion of the important Grand River Road which, projected by the United States Congress in 1832, was to run from Detroit through Howell and what is now North Lansing to Grand Rapids and the mouth of the Grand River. The section from Howell to North Lansing (present-day Grand River Avenue) was finally opened in 1849. Several of the new roads, including the Grand River Road and the road to Mason, were turned over to turnpike companies in the 1850s and rebuilt as plank roads.

The haste with which the state government was moved to Lansing and with which relatively convenient communication with the rest of the state was established led to the rapid development of

the sections of Lansing Township near the capitol. As early as 1847 three villages existed in close proximity along the Grand River. The north village, known as the lower village because of its location downstream from the others, grew up around a dam and sawmill just south of the Grand River Avenue crossing of the Grand River. The dam had been built in 1843 by John W. Burchard, the area's first settler; the mill was erected the following year by workmen on the payroll of James Seymour. In 1847, following selection of Lansing as the capitol, a bridge was built across the river and stores and hotels began to appear along what is now Grand River Avenue between North Washington Avenue and Center Street and north on Turner Street. Largely rebuilt in the 1875-1920 period, the North Lansing Commercial District now contains Lansing's largest assemblage of Late Victorian business blocks. The district is listed in the National Register.

The south or upper village began to develop in 1847 along Main Street and South Washington Avenue. In 1847 a Main Street bridge was constructed over the Grand River. The village's central element was the Benton House, a four-story, brick Greek Revival-style hotel. Because of its distance from the capitol site, the upper village remained an embryo. The Main Street bridge was not even replaced when it was washed out in 1860.

The middle village, which centered around Washington and Michigan Avenues near the capitol, quickly became Lansing's focal point. Washington Avenue, the most direct route between the lower and upper villages, was the obvious site for commercial development. Hotels, bridges, and business blocks, none of which remain, quickly emerged during this formative period. By the late 1860s, the section of Michigan Avenue from Capitol Avenue to the Grand River and the five blocks of Washington Avenue from Ionia Street on the north to Kalamazoo Avenue on the south presented an almost solid front of business blocks.

In 1859 the Village of Lansing, consisting of the three settlements and about 3000 residents, was incorporated as a city. Its population swelled to 5,241 in 1870 and to 8326 in 1880. The 1874 Beers atlas shows that the built-up area then extended from Cedar and Larch Streets on the east to Sycamore on the west, and from Willow and North Streets on the north to Main Street on the south. The routing of railroads and the 1872-78 construction of a permanent state capitol building were the major reasons for this growth. The handsome new Capitol Building designed by Elijah Myers provided assurance that Lansing was destined to remain the center of state government. Population jumped by over 3000 between 1870 and 1880 as people gained confidence in the city's future. The Renaissance-styled capitol building, already listed on the National Register, is Lansing's most architecturally and historically significant building and served as a focal point around which a number of nineteenth and twentieth century hotels, churches, and civic buildings were constructed.

Lansing's first rail link, connecting the city with Owosso and other towns to the northeast, was opened as far as North

Lansing in 1861 and into the center of the city two years later. Lines were opened to Jackson in 1866, to Battle Creek and Ionia in 1869, to Detroit in 1871, and to Eaton Rapids/ Albion/Jonesville in 1873. Good rail service fostered industrial development. In the 1860s and 1870s the area along both sides of the river from Grand River Avenue southward to below Michigan Avenue and long the Northern Michigan Central tracks to the east of the river became the site of saw mills, chair factories, and other light industries using the area's rich timber supply until it was depleted in the 1880s. The area also contained a number of steam and water powered flour and grist mills; several produced flour exclusively for the New England Market.

As the native timber disappeared, Lansing began to switch to heavy industry. In 1869-70 Edwin Bement and his son Arthur moved their foundry and machine shop from Fostoria, Ohio to Lansing to take advantage of the growing demand for farm implements. By the 1880s the firm of E. Bement and Sons was one of the city's largest employers. They manufactured stoves and farm equipment such as harrows and plows, but were more widely known for their sleds. Another prominent manufacturing firm was the Lansing Wheelbarrow Company (later known simply as The Lansing Company). Founded in 1881, it became one of the largest wheelbarrow manufacturing firms in the country.

Extensive growth of the Washington-Michigan Avenue commercial area took place in the late 1860s, 1870s, and 1880s. By 1890 the two blocks of East Michigan between the Capitol and the Grand River and the eight blocks of Washington Avenue from Shiawassee Street to Lenawee Street were virtually lined with two, three, and four-story brick commercial blocks, most executed in the Italianate style. The majority of these structures have been demolished; of the few which survive, none retains more than a trace of its original appearance.

The Lansing boom was halted momentarily by the 1893 crash. Recovery was relatively swift, however. In 1900 the city had a population of 16,485 and in 1910 the total reached 31,229. By 1920 the total reached over 57,000. The rise of the automobile industry and of auto-related industries was the major impetus for this accelerating early twentieth century growth. From 1900 to 1920, large numbers of immigrants from Southern and Eastern Europe and the Middle East joined workers from the mid-South and elsewhere in the United States in seeking employment primarily in auto-related enterprise. The numbers of newly incorporated companies proliferated at an astonishing rate; production levels, numbers of building permits, and overall optimism in the city's future reached record highs just before the stock market crash of 1929.

Lansing's automobile industry began with Ransom Eli Olds. In 1886 Olds (1865-1950) and Frank G. Clark constructed a "horseless carriage" powered by a gas-fueled steam engine. Olds' experiments resulted in 1897 in the formation of the Olds Motor Vehicle Company. The Olds Motor Works moved to Detroit in 1898 but estab-

lished a factory in Lansing in 1901 when, after the burning of the Detroit plant, Lansing businessmen obtained for Olds a large tract of land on the city's south side. A plant of the BOC division of General Motors still occupies this site.

Because of disagreements with the board (Olds wanted the company to build low-cost, mass-production models, while the board wished to manufacture high-priced, custom-made automobiles), R.E. Olds resigned in 1904 and established the Reo Motor Car Company. In 1904 the company began construction of a factory complex on South Washington Avenue on Lansing's south side. Although designated a National Historic Landmark, this complex was entirely demolished during the second half of 1979.

In 1921 Lansing's third major auto plant was constructed--at West Michigan and Verlinden Avenues on the west side of town--for the manufacture of the Durant automobile. The plant closed in 1929, but was reopened in the mid-1930s to house General Motors' Fisher body Division.

The development of Lansing's automobile plants led to the establishment of subsidiary, auto-related industries. Motor Wheel, still in operation today, has antecedents in the W.K. Prudden Company, founded in 1903 as well as in Prudden's earlier enterprises. Others firms such as Michigan Screw Products and Atlas Drop Forge, both founded by R.E. Olds in 1906, since have gone out of business. In 1920, Lansing had some 64 auto repair, body, sales, parts, painting and vehicle manufacturing companies (Michigan Department of Labor, Thirty-Seventh Annual Report).

Unlike Lansing's earlier industrial development, which had taken place near the downtown along the Grand River, this new early twentieth century, auto-related industrial growth tended to take place along the city's thinly built-up fringes, where large tracts of land still were available. The presence of the plants encouraged the development of bungalow and cottage suburbs nearby. The ever-increasing availability of the automobile, which made it no longer necessary to live near work, shopping, or even public transportation, also fostered the growth of the suburbs. In the 1910s and 1920s housing developments rapidly occupied the last vacant lands within the 1859 city boundaries and began to expand beyond them. This growth resulted in the annexation of 414.60 acres on the city's east side in 1916 and of 1698.30 acres on the south and west sides the following year. In 1928 the city annexed another 557.70 acres on the north side.

By 1930 Lansing had a population of 78,397. Lansing's development since 1930 parallels that of many other American cities. The area has witnessed rapid population growth and suburban expansion in the metropolitan area and extensive strip development on all the major arteries leading out from downtown. The city's population, which expanded by only a few hundred between 1930 and 1940, grew to over 92,000 in 1950 and to over 130,000 as of 1980--largely a result of frequent annexations of burgeoning suburban areas. As suburban growth has continued outward in all direc-

tions, however, the old core city--bounded by Logan and Huron Streets on the west, Willow and North Streets on the north, Mount Hope Avenue on the south, and Pennsylvania Avenue on the east--has become an inner-city urban area, and suffers to some degree from urban ills common to many American cities. Civic and commercial development has expanded from the downtown into old residential neighborhoods, giving them a spotty, half-commercial, half-residential aspect. In some neighborhoods many single-family homes have been converted into multi-unit structures. The pattern of crowding often has been compounded by intrusive development in the form of oversized apartment houses and office blocks squeezed on small city lots.

Beginning in the late 1960s, the vitality of the city was further eroded by urban renewal, which resulted in the demolition of virtually all of the Washington Avenue commercial area north of Michigan Avenue; by the state government which, planning for possible future expansion of the state office complex, cleared more than ten blocks of homes; and by the city's demolition of six more blocks of early twentieth century housing for the Capitol Commons housing project. Although these and other projects--such as the construction of Interstate Route 496 across Lansing's south side in the early 1970s--have considerably disrupted the city's historic fabric, Lansing nevertheless retains a considerable number of districts and sites significant to its historical development. These include--but are not limited to--a variety of churches, the North Lansing Historic Commercial District, the downtown commercial district, scattered educational buildings such as Eastern High School and the Michigan School for the Blind Administration Building, a number of individually significant homes, and neighborhoods such as Cambridge/Moores River Drive, Genesee/Westmoreland, portions of Cherry Hill, and Sycamore Street.

ARCHITECTURAL OVERVIEW

(*architect biographies in many cases are drawn directly from the Downtown Lansing Multiple Resource Nomination draft by Robert O. Christensen, 1980).

The architecture of the survey area is characterized by a paucity of nineteenth century material and an abundance of early twentieth century buildings, especially residences, which were constructed during Lansing's economic and population boom of the first three decades of the 1900s. Many of these styles do not fit into neat, "classical" stylistic categories found in established architectural histories and style guides, which tend to ignore or otherwise de-emphasize twentieth century residential architecture as well as vernacular interpretations of standard styles. The city's finest architecture occurs in public and commercial buildings, in churches, and in private dwellings. (Indeed, Lansing's premiere architectural structure, Elijah Myer's 1872-78 capitol building, is not included within the survey boundaries.) The industrial material within the survey boundary is quite non-descript as are the majority of the education-related structures.

Architects

The finer, architect-designed structures within the survey area are the product of both local and national designers. Additional research is required on individual structures to determine the full range of firms operating in Lansing and the structures involved. A sampling of some of the more prominent and well-researched architects is included below. Among the national firms and individuals known to have drafted plans for Lansing buildings were Hopkins and Dentz of New York (Capitol National Bank Tower, 1929-31), Pond and Pond, Martin and Lloyd of Chicago (1928 Mutual Building, 1926-27 Eastern High School), the renowned theater architect John Eberson (Strand Theater and Arcade, 1920-22), Elijah Myers (Central United Methodist Church, 1889-90), Holabird and Roche and Holabird and Root of Chicago (1926 Olds Hotel, 1916 Bauch Building), Smith, Hinchman and Grylls of Detroit (Michigan Bell Telephone building, 1941).

A large number of distinguished buildings are the products of local firms and contractors.

Darius B. Moon (1851-1938) was one of Lansing's most prominent late nineteenth and early twentieth century architects. Raised in nearby Delta Township, Moon began his career as a builder who did design work on the side. His professional career as an architect evidently began in 1888. Moon was known chiefly for his residential work and particularly for the lavish (by Lansing standards) Queen Anne and Queen Anne/Colonial Revival homes he designed around the turn of the century for leading local businessmen such as R.E. Olds, Edward J. Sparrow, Henry Kositchek

(no longer extant), Christian Hermann (520 N. Capitol), William C. Brown (1003 N. Washington), Morgan B. Hungerford (602 W. Ionia), Chester E. Woodberry (606 Townsend), and his own home (currently at 214 Huron). The Michigan Millers building at 120-122 W. Ottawa is one of only a handful of commercial/office blocks planned by Moon. It is also the oldest known surviving structure of those he designed during his professional career (Christensen 1980).

Edwyn A. Bowd (1865-1940) was among the most prominent and prolific of Lansing's architects. Born and educated in England, Bowd migrated to the United States during the early 1880s and established his own firm in Lansing in 1888. His early associations were with W.P. Appleyard and Earl Mead. "Later in 1925 he joined the office of Orlo Munson, first as a draftsman, and four years later organized the firm of which he remained a member during the rest of his life" (Withey 1956: 68). He was involved with the design of many of Lansing's major buildings, among them the First Baptist Church (1892-94), Carnegie Library (1903-05), the Administration Building at the Michigan School for the Blind, the Lewis Cass State Office Building (1919-20), Masonic Temple (1924-25), the Lansing Post Office (1932-34), J.W. Knapps Department Store (1937-38), and the Ottawa Street Power Plant (1937).

Samuel Dana Butterworth (b. 1871) worked in Lansing beginning in 1907, first in partnership with Thomas E. White and, beginning in 1912, with his own firm. Born in Lowell, Massachusetts, Butterworth received his training in the offices of the Boston firm of Stickney and Austin. In 1905 he came to Detroit to become office manager for Detroit architect George D. Mason. While in Lansing he completed a number of commissions, among them original plans for St. Paul's Church (later modified by then Rector Henry Simpson), the American State Savings Bank (1917), the Prudden Building (1921), the 1913 Digby (now Grand) Hotel in North Lansing, and a variety of private homes for such prominent Lansingites as George Bohnet and William H. Newbrough (Moore 1915: 1709-10).

The Lansing firm of Lee and Kenneth C. Black (later Black and Holmes) designed one of Lansing's downtown landmarks, the 1931-23 Bank of Lansing building. "Lee Black established the office in 1913 and took his son, Kenneth C. Black, into the firm in 1930 and into full partnership two years later. Lee and Kenneth C. Black designed many of the most important downtown buildings of the 1930s, 1940s, and 1950s" (Christensen 1980), among them the Michigan National Tower addition, the Dye Water Conditioning Plant (1938-39), the Auto Owners Building, the Stoddard Building, the Walnut Street School for Crippled Children, and the Rumsey Haynes House (1704 Jerome, 1929-30, Lee Black only).

Other architects and contractors active in Lansing include nineteenth century black builders John W. Allen and Andrew Dungey, and twentieth century firms such as the Reniger Construction Company, Warren Holmes, H.G. Christman Company, and George Page (formerly a draftsman with Christman) who completed the Durant

Motor Company Plant, the Harry L. Conrad Residence (1410 Hess), Uptown Service Building (235 S. Grand), and the A.W. Handy Service Building (1108 S. Washington). In addition, Judson N. Churchill served as school architect for a number of years and contributed to various buildings, among them the new Kalamazoo Street School and Eastern High School (the latter with Pond, and Pond, Martin and Lloyd as consulting architects). Finally, Thomas E. White, who at one time worked in partnership with Samuel Dana Butterworth, designed the eclectic Prairie Style Women's Club House at 605 S. Washington.

Architectural Styles

As was the case throughout the Midwest, Lansing's earliest structures included frame buildings executed in the Greek Revival styles, utilizing the classic Greek temple front with porticos and columns of the various classical orders. Because of their early construction date (most generally preceded the Civil War), only a few scattered residences survive: the John A. Kerr House, 213 E. St. Joseph, and the Colonel Schneider House, 726 Seymour. Historic photographs also indicate the existence of various Greek Revival commercial structures, among them "two-story, end or flank-gable, clapboard structures whose first-floor storefronts have large, multi-paned windows set between heavy antae. Two such structures once stood on the southwest corner of Michigan and South Washington Avenues. These Greek Revival buildings have long since disappeared from Lansing" (Christensen 1980).

The Italianate style, especially the Italianate Commercial variant, was a dominant feature of homes and business blocks built after the Civil War. As with most Midwestern towns, Italianate commercial blocks executed in brick generally replaced earlier Greek Revival buildings executed in wood. (Italianate commercial structures also were built of wood, but none of these buildings survive.) "By 1890 the two blocks of East Michigan between the Capitol and the Grand River and the eight blocks of Washington Avenue from Shiawassee Street to Lenawee Street were virtually lined with two, three, and four-story brick commercial blocks. The great majority were Commercial Italianate structures with boldly projecting iron or corbelled brick cornices and round-head or segmental-arched windows trimmed with molded-brick or florid, iron window caps. Most of these structures have been demolished; of the few which survive, virtually none retain more than a trace of its original appearance" (Christensen 1980). Indeed, many downtown buildings dating from the late nineteenth century have been so completely remodeled that no visible original building fabric remains. Exceptions which preserve at least some architectural integrity on the upper floor(s) include the ca. 1888 Interlake Business College (227-231 South Washington) which contains such characteristic features as a dentillated cornice, recessed second-story panels, and round and segmental arched windows with brick voussairs, 301 South Washington, 335 South Washington, and

408 East Michigan.

The city's greatest concentration of nicely preserved Victorian commercial buildings occurs in North Lansing within the boundaries of the North Lansing Historic Commercial District, already listed on the National Register. The district includes Romanesque Revival, 1920s Neo-Classical commercial, Georgian Revival, and Italianate buildings dating from the 1860s through the 1920s. Notable Italianate structures include 206 East Grand River in the Downer Block (1867) with its somewhat unusual combination of castellation, arches and lintels over the windows; the Pearls-Mill Block (1209 Turner, 1895) with its ornamental architraves and bracketed cornice; the Union Block (1213-21 Turner, 1877-78) with possibly the only cast iron facade-work remaining in the city; and the three-story Grange Hall at 1250 Turner (1880) which features the radiating voussoirs and keystones typical of most surviving Lansing Italianate blocks (North Lansing Historic Commercial District National Register Nomination, 1975).

Scattered throughout the survey area one also finds a sampling of Italianate residences which feature the same kinds of characteristic bracketed cornices and ornamental architraves that typify the style's commercial variant. These buildings generally are distributed in the older sections of town, particularly residential neighborhoods surrounding the downtown and in areas such as Cherry Hill, South Grand, and South Capitol. Nowhere, however, are there neighborhoods and districts of Italianate residences in any way comparable to the significant concentrations of commercial buildings found in North Lansing. Residential examples include the 403 North Sycamore, a two-story dwelling with wide eaves, scrolled brackets, a crowning cupola, and narrow fenestration with carved stone lintels and sills; 427 S. Capitol; 601 S. Grand; the Richard Glaister House (402 S. Walnut, ca. 1874) with its bracketed cornice, bays and carved stone lintels; and 532 E. Shiawassee, a ca. 1870s dwelling with a bracketed porch, stone bay, decorative window trim.

The Queen Anne style also has some representation in Lansing, but like the Italianate is relatively scarce and scattered in distribution in comparison to twentieth century styles. Queen Anne decorative elements--such as turrets, Eastlake detailing, shingle accents, fascia boards, picturesque roof lines, sunbursts and other decorative panels--occur almost exclusively in residential architecture. This includes architect-designed homes such as those of Darius Moon, and vernacular I-houses with Queen Anne elements such as gable ornaments, Eastlake porches, and shingle accents. 1208 North Chesnut and 428 West Grand River illustrate this kind of modest housing which is the most prevalent type of nineteenth century housing remaining in Lansing. Various Queen Anne homes, such as 222 West Genesee, now are completely isolated within an area of commercial development. Others, especially those close to downtown, have been adapted to commercial use.

Lansing once had several monumental Second Empire buildings, with pronounced mansard roofs, towers, and quoin work. Examples

included the original 1875 High School, the original School for the Blind Building, and the opulent Barnes Castle, built by Orlando Mack Barnes in 1876. A few isolated residential structures remain.

Likewise, Lansing once boasted a number of handsome Richardsonian Romanesque buildings (among them the original city hall and post office) with characteristic rock-faced stone facades, and semi-circular arched entry ways. Two surviving Richardsonian structures include the Central United Methodist Church at the northwest corner of Capitol Avenue and West Ottawa and the First Baptist Church next door to the north on North Capitol Avenue, both already listed on the National Register. "Both are massive stone structures ... with well preserved oak-trimmed sanctuaries. Built in 1889-90, broad-shouldered Central Methodist is the only known Michigan church designed by Elijah E. Myers, the architect of the Michigan State Capitol. First Baptist, architecturally the opposite of Central Methodist because of its narrow front and steep roof, was built in 1892-94 [with plans provided by Edwyn Bowd]. The two churches are among the most handsome Richardsonian Romanesque churches in Michigan's southern lower peninsula" (Christensen 1980).

Other Romanesque-derived structures also survive in Lansing, most of which date from the turn-of-the-century. For example, both the Cherry Street School (1894) and the German Methodist Episcopal Church (1892-93) are simple, red brick vernacular Romanesque structures with semi-circular arched windows and entrances and squared, pyramidal-roofed towers. In terms of commercial architecture, the previously mentioned North Lansing Historic Commercial District contains the greatest concentration of well-preserved Romanesque buildings, including the Rork Building (1890) at 200-203 East Grand River with its arched windows and central cast iron gable, and the Dunham Block (1890, 1905, 1911) at 1208-1226 Turner, highlighted by heavy stone arches, a double gabled parapet facade, and radiating voussoirs with keystones (North Lansing Historic Commercial District, 1975). Isolated structures occur downtown, among them the one at the northwest corner of Larch and Michigan with its truncated corner turret.

"The downtown's best preserved nineteenth century business blocks reflect more eclectic Victorian architectural tastes with some Romanesque influences. One of the most eclectic of these structures is the 1890 building of the Michigan Millers Mutual Fire Insurance Company at 120-122 West Ottawa Street. One of the few little altered nineteenth-century blocks surviving in the downtown, the structure combines Italianate, panel-brick, and Richardsonian Romanesque features into a pleasing, unified whole. Its designer, Darius B. Moon, was one of Lansing's most prominent late nineteenth and early twentieth century architects. Next door at 118 West Ottawa is the clubhouse of the Lansing Women's Club. The club was established in 1874 to counter the lack of educational and cultural opportunities for women; it had as its object 'the study and improvement of its members in Literature, the Sciences, and Fine Arts.'" In 1889-90 the body constructed their Ottawa Street clubhouse which remained in use until 1949. "The building is notable as the only known remaining work of Lansing architect

James Appleyard. Subsequent remodelings have obscured its original Romanesque ambience. The building currently is refurbished for commercial use (Christensen 1980).

The landmark Bank of Lansing building also applies Romanesque motifs to a 12-story modern office building. Highlighted by hand-crafted limestone, marble and bronze depictions of Lansing history designed by sculptor Ulysses A. Ricci, "the structure was considered significant enough to the downtown streetscape to finish in stone on all four sides" (Kreger, State Register Building Structure Inventory Form, 1978). This commission greatly enhanced the reputation of its architects, Kenneth and Lee Black of Lansing.

The Gothic Revival style, usually a mid-nineteenth century phenomenon, is of rare and comparatively late incidence in Lansing. Because the style drew its inspiration from religious sources, period churches frequently exhibit Gothic elements, such as pointed arch and lancet windows, trefoil and quatrefoil tracery, buttresses, pointed spires, steeply pitched gabled roofs, and so forth. Lansing's Gothic buildings follow this trend; all are churches. These include the rock-faced stone St. Mary's (1911-13) designed by Father Lafayette Isadore Brancheau in a Norman Gothic style reminiscent of the designs of Goodhue and Cram; the similarly styled Emanuel Lutheran (1915-16); the Tudor Gothic St. Paul's Episcopal (1914); and the vernacular red brick St. Paul's German Evangelical Lutheran (1907) with its Gothic windows, squat corner tower, and simple buttressing.

From the turn-of-the-century through the 1930s, local architects and contractors built a in a variety of Revival styles. Most prevalent were the Neo-Classical Revival, Renaissance Revival, Colonial Revival, and the Tudor Revival. The Neo-Classical and Renaissance styles are most prevalent in commercial, religious, and public buildings. One of the finest Neo-Classical structures in the city is the 1924-25 Cooley Law School building, (formerly Masonic Temple); designed by Edwyn Bowd. The seven-story limestone and buff brick structure is composed of "a pedimented, antae-decorated block resting on a lower basement containing a recessed entry fronted by Doric columns. Antemion and acroteria motifs decorate the roofline" (Christensen 1980). Other prominent Neo-Classical structures exhibit the characteristic massive portico with columns executed in one of the Greek orders. Examples include the 1903-05 Lansing Public Library, the First Methodist Church (1918). the Administration Building at the Michigan School for the Blind (1916, 1918, 1924) and the stucco and wood Central Church of the Nazarene--a good example of classical temple revival.

Various commercial buildings, especially banks, also feature Neo-Classical motifs. Within the North Lansing Historic Commercial District, for example, one finds the 1929 Smith Drugs-Bank Building (226 East Grand River) with its Roman Triumphal Arch motif, as well as another bank block at 329 East Grand River highlighted by a central, semi-circular transom window, pilasters, and an ornamental pediment at the cornice line. Downtown the 1922 Capitol Building and Loan (now Capitol Federal, 112 E. Allegan) originally featured a pedimented entry way, attic story, and

crowning dentillated cornice. Likewise, the American State Savings Bank at the southeast corner of Washington and East Michigan is a completely refaced Neo-Classical office/bank block.

The Renaissance Revival style is incorporated in various commercial blocks within the survey area. Some downtown office buildings which include Renaissance massing, window variety, and texture characteristics also include eclectic elements from various early twentieth century styles, especially the Chicago School. The Hollister Building (1890), the 1921 Prudden Building, and the Olds Hotel (1926) all incorporate various Renaissance elements. The former Rouser Drug at the northeast corner of Washington and Allegan has a fine Renaissance Revival facade with white glazed brick and terra cotta. Of course Lansing's finest Renaissance-inspired structure is the 1872-78 State Capitol.

The Colonial Revival style (which includes the Federal and Georgian Revival subtypes) represents an eclectic mixture of colonial and contemporary features and is particularly prevalent in Lansing's residential architecture. Characteristic features include symmetrical facades, paired dormers and windows, pedimented entrances often framed by pilasters, Palladian and Venetian windows and fanlights. Outstanding examples include the ca. 1915 William Newbrough House with its Venetian dormers, undulating Federal style facade, and pedimented portico, and the National Register Turner-Dodge Mansion, executed in the Georgian American variant. Particularly fine examples of Colonial, Georgian, and Federal Revival homes occur in newer subdivisions such as Espanore and Westmoreland (centered around Genesee and Westmoreland Streets), and to a lesser extent south of the Grand River in Moore's Park, Park Heights, and Greencroft (near Strathmore). Older transitional Queen Anne/Colonial Revival homes with Palladian windows are fairly prevalent in Green Oaks (south of East Michigan Avenue) and along residential streets between downtown and North Lansing. Commercial buildings in North Lansing such as the Digby Hotel (1913), the Old Lake Shore waiting room (1913), and 102-104 East Grand River (1895) in the Rouse-Bopp Block also exhibit Georgian Revival motifs.

"Tudor" and other Elizabethan-inspired styles were extremely popular in Lansing during the first several decades of the twentieth century. The majority of Tudor Revival structures are private homes, although a scattering of other buildings such as Eastern High School; the 1939 Resurrection Parish school, and the 1928 Mutual Building also incorporate the style. Characteristic features of the residential examples includes stucco and half timbered wall cladding, false thatched roofs, parapeted gable ends, patterned brick or stonework, cross gabled floor plans, quoins and brick tabbing, especially on door surrounds, and massive chimneys. These homes tend to be scattered throughout the survey area. The 1920s Harris E. Thomas House at 1712 Jerome, for example, is a particularly fine example of the style but is one of the few Tudor homes in the neighborhood. Greater concentrations occur in the Genesee-Westmoreland neighborhoods and in the Cambridge and Moores River Drive vicinity. The Joseph W. Knapp House at 1435 Cambridge, the Ray Potter House at 1348 Cambridge, and the Harry F. Harper House at 1408 Cambridge represent

imposing examples of the style built for prominent executives. A somewhat more modest example is the Harry L. Conrad House at 1410 Hess, designed for the Christman Company's chief engineer by architect George R. Page, also a Christman Company employee.

The remaining twentieth century styles found in Lansing represent styles which, during their time, represented stylistic innovations rather than revivals of earlier styles. The linear, angular forms and stylized ornamentation of the Art Deco can be found in various Washington Avenue blocks (see for example 106, 114, 200 and 224 South Washington), occasional gas stations, and even in Walter French Junior High School. The Michigan Bell Telephone building (1941) by Smith, Hynchman and Grylls incorporates Art Deco, chevron, and rectilinear motifs in the decorative reliefs by Corrado Joseph Parducci (1900-) (Hendry 1976 39). Three of Lansing's finest Art Deco structures occur outside the survey area: the 1938-39 Dye Conditioning Plant of the Board of Water and Light with the concrete relief of "Aquarius" designed by Samuel A. Cashwan (1900-); the stairstep-shaped Ottawa Street Power Plant, with exterior brickwork simulating the perfect combustion of coal; the 1932-34 Federal Building by Bowd and Munson, with Albert Kahn as consulting architect; and the 1941 Jay W. Sexton High School with limestone "Punch and Judy" motifs also by Corrado Joseph Parducci. The style is virtually absent, however, in residential architecture.

The streamlined, smooth facades and curvilinear features of the Art Moderne have their finest illustration in the 1937-38 J.W. Knapp's Department Store, executed in glass block and blue and gold tile. The original portion, designed by Bowd and Munson, "is highly significant to Lansing and to Michigan as an excellent example of Art Moderne styling" (Christensen 1980). The building currently is being converted to new office and commercial use. A somewhat later and much less distinguished Art Moderne building is the Greyhound Bus Station at 511 S. Washington, which opened in 1950 as a union terminal.

The two-story Prairie style home with a four-square floor plan, hipped roof, hipped roof dormer, overhanging eaves, and massive square or splayed porch supports undoubtedly is the single most prominent style found within the survey area. Vast tracts of workers housing in this style were erected between 1900 and 1920. Faced with asphalt tile and asbestos shingle, wood, and to a lesser extent brick, these homes permeate the survey area neighborhoods along with bungalows and vernacular I-houses. While the majority of such houses are quite modest, some more elegant architect-designed versions do occur. Representative examples include the Women's Clubhouse (605 South Grand) designed by Thomas M. White, the Hugo Lundburg House at 1701 Jerome, and the distinctive pebble and cobblestone-faced George Bohnet House at 601 North Capitol, the latter designed by Samuel Dana Butterworth.

The final residential style of widespread distribution is the

bungalow. Widely popular as a utilitarian, affordable working class housing type. This style is found in all post-1900 developments in the survey area and usually is associated with smaller lots and more modest neighborhoods. Sizable concentrations of bungalows occur south of Michigan Avenue, especially on Clifford Street, in the Bluff and Brook Street area, and in Park Heights subdivision near Moores Park. Identifying features include low-pitched gabled roofs with wide, unenclosed eave overhangs, exposed roof rafters, decorative false beams or braces added under gables, full or partial width porches with splayed columns (McAlester and McAlester 1984: 453). Many of the porches since have been enclosed. Wall cladding varies, but most often is clapboard, clapboard and brick, and asphalt or asbestos shingle. Residential firehouses built after 1900 also exhibit bungalow characteristics, such as Fire Station #7 at the corner of Jenison and Saginaw Streets.

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RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Growth and
Settlement

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Growth and Settlement

SUMMARY STATEMENT*

(*much of this text is drawn directly from the significance statement draft by Robert O. Christensen, for the Lansing Multiple Resource Nomination draft, Michigan Bureau of History, 1980. Principal researcher for the original draft was Rochelle Elstein.)

The city of Lansing was founded as Michigan's capitol city through a provision of the 1837 Michigan constitution. The constitution established Detroit as the state's temporary capitol, but required the legislature to select a permanent site in ten years. Thus in 1847 the legislature was faced with making a choice. At one time or another virtually every town of any size in the state was given consideration; in the end, however, all were rejected.

At this juncture and at the instigation of James Seymour of Rochester, New York, owner of lands in the area, the name of Lansing Township was proposed as a compromise. The township, located nearly midway across the state, lay north of the part of the state that already was heavily settled. Thus its selection was seen as a means of promoting the growth of the more northerly parts of the state. Accordingly Lansing Township was adopted as the site.

The titles of two major works on Lansing history, City in the Forest by Birt Darling (1950) and Out of a Wilderness by Justin Kestenbaum (1981) indicate the nature of Lansing Township and the site of the present city of Lansing at the time of the capitol's relocation from Detroit to Lansing. Lansing Township had been surveyed in 1825; however, the earliest plats in the area now occupied by the city proper occurred in 1835-36, including the famous "Biddle City" of Jerry and William Ford, located south of the Grand River between Beal, Bailey, Mt. Hope and the Grand Trunk railroad tracks. Biddle City was never developed, and the area's pioneer settlement, which began in the early 1840s prior to the capitol relocation, centered around the Grand River in North Lansing rather than in the more southerly Biddle City area.

Commissioners appointed by the 1847 legislature to select the location for the "Village of Michigan" (the settlement's name was changed to that of the township in 1849) chose section 16--bounded by Saginaw Street on the north, Logan on the west, St. Joseph Street on the south, and the railroad tracks east of Larch Street on the east. This area is now the heart of the city. In the spring of 1847 they platted the section into streets and lots and designated a large square as the site for the capitol building. Another block, located to the southeast of the capitol square (bounded by Allegan and Kalamazoo Streets and Capitol and Washington Avenues) was reserved for temporary state buildings. On this latter block a temporary capitol and a house for the governor--both unpretentious Greek Revival structures--were soon constructed. The governor's mansion on West St. Joseph Street is still standing.

Recognizing Lansing's isolation, in 1848 the legislature financed the opening of roads from the town to other significant points. The legislature authorized the completion of the important Grand River Road which, projected by the United States Congress in 1832, was to run from Detroit through Howell and what is now North Lansing to Grand Rapids and the mouth of the Grand River. The section from Howell to North Lansing (present-day Grand River Avenue) was finally opened in 1849. Several of the new roads, including the Grand River Road, were turned over to turnpike companies in the 1850s and rebuilt as plank roads.

The haste with which the state government was moved to Lansing and with which relatively convenient communication with the rest of the state was established led to the rapid development of the sections of Lansing Township near the capitol. As early as 1847 three villages existed in close proximity along the Grand River. The north village, known as the lower village because of its location downstream from the others, grew up around a dam and sawmill just south of the Grand River Avenue crossing of the Grand River. The dam had been built in 1843 by John W. Burchard, the area's first settler; the mill was erected the following year by workmen on the payroll of James Seymour. In 1847, following selection of Lansing as the capitol, a bridge was built across the river and stores and hotels began to appear along what is now Grand River Avenue between North Washington Avenue and Center Street and north on Turner Street. Largely rebuilt in the 1875-1920 period, the North Lansing Commercial District now contains Lansing's largest assemblage of Late Victorian business blocks. The district is listed in the National Register.

The south or upper village began to develop in 1847 along Main Street and South Washington Avenue. In 1847 a Main Street bridge was constructed over the Grand River. The village's central element was the Benton House, a four-story, brick Greek Revival-style hotel. Because of its distance from the capitol site, the upper village remained an embryo. The Main Street bridge was not even replaced when it was washed out in 1860.

The middle village, centered around Washington and Michigan

Avenues near the temporary capitol, eventually became Lansing's focal point. The first, "temporary" capitol building was constructed in 1847 on the block bounded by Capitol and Washington Avenues and Allegan and Kalamazoo Streets. As it turned out, this temporary capitol, enlarged in 1863, served until 1878. (Turned into a factory, the building burned in 1882.) The governor's house--never used by a chief executive (it is said to have been thought too modest)--remained at the southeast corner of West Allegan Street and South Capitol Avenue until 1923, when it was moved to its present location, 2003 West Main Street. To house additional offices, in 1853 the state erected a Renaissance-style, brick office building in the center of the capitol square. In 1871, when this structure was demolished to make room for the new state capitol, a larger state office building was constructed at the southwest corner of South Washington Avenue and West Allegan Street. Demolished in 1923 after the completion of the Lewis Cass Building (the oldest of the present-day state office buildings), this was a three-story Italianate structure with bracketed cornices.

Commercial development of the so-called middle village began to take place as soon as the location of the capitol square was announced. Washington Avenue, the most direct route between the lower and upper villages, was the obvious site for mercantile activity. By 1848, middle village had two hotels, the Lansing House and the Columbus House, both long demolished. The opening of the Michigan Avenue bridge over the Grand River in 1848 and the removal of the post office from a general store on South Cedar Street south of East Main Street to the middle village in 1851 also helped to solidify the middle village's pre-eminence.

In 1859 the Village of Lansing, consisting of the three settlements and about 3000 residents, incorporated as a city. At this time, the municipality annexed a ring of property around the original 1847 plat which extended the city limits approximately to Douglas Avenue and David Street on the north, Wood and Regent Street on the east, Mt. Hope Avenue on the south, and Jenison Avenue on the west. No further annexation occurred within the survey area until 1916. During the following decades, the city's population began to grow, although settlement remained centered within the original plat. Lansing census figures swelled to 5,241 in 1870 and to 8326 in 1880. The 1874 Beers atlas shows that the built-up area then extended from Cedar and Larch Streets on the east to Sycamore on the west, and from Willow and North Streets on the north to Main Street on the south. The routing of four railroads through the city between 1863 and 1873 and the 1872-78 construction of the new Capitol were the major reasons for this growth. The Panic of 1873 impeded growth briefly, but beginning in 1875, some 230 structures were erected in the city, among them 27 business buildings (North Lansing Historic Commercial District National Register Nomination, 1975).

Good rail service fostered industrial development. In the 1860s and 1870s the area along both sides of the river from Grand River Avenue southward to below Michigan Avenue and along the

Northern Michigan Central tracks to the east of the river became the site of saw mills, chair factories, and other light industries using local timber supplies until they were depleted in the 1880s. The area also contained a number of steam and water powered flour and grist mills; several produced flour exclusively for the New England Market.

As the native timber disappeared, Lansing began to switch to heavy industries, most of which also located along the banks of Grand River. In 1869-70 Edwin Bement and his son Arthur moved their foundry and machine shop from Fostoria, Ohio to Lansing to take advantage of the growing demand for farm implements. By the 1880s the firm of E. Bement and Sons--located along the river at the foot of Ionia Street--was one of the city's largest employers. They manufactured stoves and farm equipment such as harrows and plows, but were more widely known for their sleds. Another prominent manufacturing firm was the Lansing Wheelbarrow Company (later known simply as The Lansing Company). Founded in 1881, it became one of the largest wheelbarrow manufacturing firms in the country and occupied a riverside site east of the Grand below Saginaw Street.

While the river banks, Grand Avenue, Cedar and Race Streets became centers for industrial development, Turner and Franklin (now East Grand River) in North Lansing and Washington and Michigan Avenues downtown became the chief commercial corridors. With the construction of the new Capitol, Washington in particular eclipsed the early North Lansing commercial district as the city's major business street. In 1883, the State Gazetteer entry indulged in proud hyperbole with the claim that "Washington Avenue, a mile and a half long and seven rods wide, and as level as a house floor, is one of the finest streets in America."

Extensive growth of the Washington-Michigan Avenue commercial area took place in the late 1860s, 1870s, and 1880s. By the late 1860s, it appears, the section of Michigan Avenue from Capitol Avenue to the Grand River and five blocks of Washington Avenue from Ionia Street on the north to Kalamazoo Avenue on the south presented almost a solid front of business blocks.

By 1890 the two blocks of East Michigan between the capitol and the Grand River and the eight blocks of Washington Avenue from Shiawassee Street to Lenawee Street were virtually lined with two, three, and four-story brick commercial blocks, most executed in the Italianate Commercial style. Most of these structures have been demolished; those few which survive seldom retain more than a trace of their original appearance.

The spurt of commercial and industrial expansion was equalled in the residential sphere. The earliest areas of residential development grew up west and north of the Grand River within the original plat boundaries. Surviving clusters of nineteenth century housing remain extremely spotty, however, with some of the city's finest examples of early homes designed by Darius Moon and other builders and architects scattered amidst later commercial and

residential development. The Sycamore Street corridor between Ottawa and Saginaw and the Cherry Hill neighborhood each contain some of the largest and most representative examples of surviving nineteenth century brick and clapboard I-houses, Italianate, Queen Anne and other Victorian style homes. A 1984 study of Cherry Hill mentions nearly 30 homes approaching 100 years in age (Wade 1984). Of the 69 homes dated and included in a proposed Sycamore Street Historic District (see working file at the Bureau of History), 50 % pre-date 1900. Seven date from the 1870s while 9 date from the 1880s. Only a handful of homes scattered throughout the entire survey area pre-date 1870; among them the John A. Kerr House, currently located at 213 East St. Joseph, 105 W. Hillsdale, and the ca. 1854 Colonel Schneider Residence at 726 Seymour, all clapboard Greek Revival style dwellings.

By the 1870s and 1880s subdivisions and additions were being platted north and south of East Michigan along Jerome and Eureka west of Marshall and Shepard. One of the largest of these was Green Oaks, platted in 1872 and including lots bounded by Michigan Avenue to the north, Holmes to the east, Mechanic to the south, and the railroad tracks to the west. Despite the 1870s plat date, extensive development of the area did not occur until the 1890s. Of the 153 homes north of Kalamazoo which recently were dated by the Lansing City Planning office, 46% date from the 1890s. One house was built in 1874 and six during the 1880s.

The area immediately south of the Grand River was included in the 1859 city annexation, but despite the platting of additions such as Park Place (south of present-day Moores Park) and Chadwell's addition (1887) between Birch and Logan, few if any homes appear to have been built prior to 1905, when 28 homes were constructed and sold.

By 1890, development largely extended to Pennsylvania on the east, Main Street on the south, Logan on the west, and Willow on the north (Kestenbaum 1981: 63). The rise of new industries, including carriage, buggy, and engine manufacture caused the population to double during the last two decades of the nineteenth century. The boom was halted momentarily by the 1893 crash, which wreaked havoc with the city's industrial economy.

By the turn of the century, although Washington Avenue remained the commercial center of the Lansing, the capitol square area rapidly was becoming the city's civic center. To the ring of imposing churches--such as Central Methodist, First Baptist, and several no longer extant--were added in the 1890s two notable civic structures. In 1891-94 the federal government constructed a Richardsonian Romanesque post office on the site of the present city hall. It was enlarged in 1913. (This fine structure was torn down in the 1950s.) Next door to the post office, at the southeast corner of West Ottawa Street and North Capitol Avenue, the city constructed an imposing Romanesque city hall in 1895-96. Despite its significance as a local landmark, the structure was abandoned as a city hall in the 1950s and demolished in 1959.

In 1900 the city had a population of 16,485 and in 1910 31,229. By 1920 the total reached over 57,000. The rise of the automobile industry and of auto-related industries was the major impetus for this accelerating early twentieth century growth. These years saw the continued expansion of the downtown area along Capitol Avenue, eastward commercial and residential expansion along Michigan towards East Lansing, a burst of subdivision development along the outer limits of the city, and the construction of many of what are now the area's most prominent public and commercial buildings.

Unlike Lansing's earlier industrial development, which had taken place near the downtown along the Grand River, this new early twentieth century, auto-related industrial growth tended to take place along the city's thinly built-up fringes (almost entirely beyond the present survey boundaries) where large tracts of land were still available. The presence of such plants as Oldmobile, REO, Durant, and Motor Wheel, among others, encouraged the development of bungalow and Prairie Style suburbs nearby. The ever-increasing availability of the automobile, which made it no longer necessary to live near work, shopping, or even public transportation, also fostered the growth of the suburbs. In the 1910s and 1920s housing developments rapidly occupied the last vacant lands within the 1859 city boundaries and began to expand beyond them. In 1916 and 1917 the city annexed over 2100 acres of land west of Logan, south of Mt. Hope, and east of Pennsylvania, thus paving the way for the creation of residential neighborhoods near the new centers of industry.

The auto-related population boom had caused a critical housing shortage which only worsened during the wartime housing moratorium. "By the spring of 1919, Lansing's housing shortage had become a crisis. Rental housing was unavailable at any price, and there were few homes for sale....To meet the crisis, and to assure builders that houses built on speculation would find a ready market, the State Journal, the Lansing Real Estate Board, the Chamber of Commerce, and city officials began a nine-day 'own your own home' campaign in April 1919. 'A supreme effort is being made,' said the State Journal, 'to pledge for Lansing enough homes to properly house its families' as well as new arrivals. The warning of William C. Durant, president of General Motors, that 'Lansing must match the expenditure of millions by General Motors with adequate housing for its workingmen' heightened the intensity of the campaign. The 'own your own home' crusade became a regular feature of State Journal editorials and advertising supplements for months after the planned nine-day effort. By the spring of 1921, the crisis had eased, as new residential subdivisions appeared all over Lansing... and city officials reported a record number of building permits" (Kestenbaum 1981: 89).

The 1921 Lansing Plan by Bartholomew includes a map of houses erected between 1917 and 1921. This map reveals the expansion of housing beyond the old city center to include the beginnings of settlement in all portions of the survey area. New development

was particularly striking in the following sections: the Jerome, Eureka and Prospect areas east of Holmes, the Strathmore and Rockford neighborhood east of South Washington, the Genesee-Westmoreland neighborhood, and the Moore's Park neighborhood, especially west of Beal and south of Smith. These areas continued to fill in throughout the following decade. The most sparsely settled neighborhood by 1921 was along Genesee west of Jenison. Moores River Drive and Cambridge adjacent to the Lansing Country Club, which became the most exclusive area in the city, were not platted until 1921.

Some of the subdivisions created during this period actually had been platted prior to World War I, but remained little or only partially developed until after the war. For example, the area immediately south of the river near both REO and Olds was included in the 1859 city annexation, but despite development of Moore's and Potter's Parks in 1908 and 1912 respectively, and the platting of Moore's Park subdivision in 1906 and J.H. Moore's addition of 1909, home construction was only spotty prior to 1910. Espanore and Westmoreland, both created in 1916, centered around the curvilinear sections of Genesee Street near the Durant Motor Company plant. They featured a variety of Tudor Revival, Colonial Revival, and Prairie style homes set on ample lots and built as a showplace neighborhood for the city's white collar, managerial class. City directories for selected streets in 1920 and 1930 reveal that well over half of the residents worked in the legal or medical professions, as professionals for the state, and in upper and lower level management of various local firms such as banks, real estate, insurance, the auto industry, and so forth. The distribution of occupations reveals that residents were not necessarily living close to their jobs, as was the case with some of the workers subdivisions platted during the same period.

By contrast, the neighboring Park Heights and Moore's Park subdivisions between Logan, Moores River, South Washington and Barnes were developed around the same time as workers housing. Although handsome homes comparable to Espanore and Westmoreland were constructed here, the area features a preponderance of more modest bungalows and craftsmen style homes placed on smaller lots. Unlike Espanore and Westmoreland, the majority of residents of these neighborhoods worked in southside auto industries such as Novo, Duplex, REO, Olds Motor Works, and Atlas Drop Forge. A promotional plat map for Park Heights in the State Journal for February 10, 1917 featured the headline, "Drop Forge, Duplex Motor, Slightly Plat in the City!" Oak Park was the creation of B.F. Davis, president of the City National Bank, real estate developer Nathan Judson, and William T. Britten, a contractor and real estate dealer. "Between 1919 and 1929 a total of eighty-three new houses were constructed" (Shaffer and Varras 1978).

During the 1920s, "the city embarked on the most extensive wave of industrial, commercial, residential, and public building in its history" (Kestenbaum 1981: 92). "Building permits for 1924 alone numbered an astonishing 2037 and the value of new construction exceeded \$4 million. Indeed, the city was growing so

rapidly that civic leaders became concerned about city planning. The resultant city plan commission, appointed by Mayor Benjamin A. Kyes, included "such community leaders as Richard H. Scott and Alfred H. Doughty of REO; Otto Eckert, the city engineer; H. Lee Bancroft, the city park and cemetery commissioner; former Major [J. Gottlieb] Reutter; and Mrs. Martha [S. Barber]" (Kestenbaum 1981: 90). In 1921, the St. Louis-based planning firm of Harland Bartholomew compiled The Lansing Plan. Although Bartholomew praised certain aspects of the city's appearance, his criticism reveals much about Lansing at the period. The city lacked parks, distinctive buildings and monuments appropriate for a capitol city, an orderly street grid pattern, and architectural diversity in its subdivisions.

One of the most telling criticisms in the Bartholomew plan was that Lansing's downtown lacked architectural distinction: "A miscellaneous assortment of architectural styles and building heights further aggravated by a motley display of blatant signs and a system of antique street lights create a characterless picture" (Bartholomew 1921: 49). While Lansing never went about downtown development in a systematic way, nor adopted many of the more creative overall design options made in the 1921 plan (the first zoning ordinance, for example, was not adopted until 1927), the city did embark upon a period of downtown construction which resulted in some of the city's most architecturally distinctive structures, designed by architects of local and national prominence. The changing skyline of downtown was so remarkable that it warranted comment in the 1925-26 Gazetteer. Some of the new commercial and public buildings, such as the Hotel Olds and Capital National Bank, were linked directly to funds provided by auto magnates such as R.E. Olds. Others simply reflected the buoyancy and prosperity of the automotive economy.

Although the skyline altered dramatically with the introduction of high-rise construction and elegant office buildings, much of the new growth-reinforced the long-established primacy of Washington Avenue and the Capitol complex. Capitol square, for example, became more fully established as Lansing's civic center with the construction of a new Masonic Temple, hotel, and post office nearby. The pattern of church development around the square was enhanced through the 1913 completion of St. Mary's and the 1914 completion of St. Paul's.

Positioned around the capitol square was the 1928 Mutual Building (208 North Capitol), built as new offices for Michigan Millers Mutual Fire Insurance Company and designed in an Elizabethan-inspired style by Chicago architects Pond and Pond, Martin and Lloyd. Nearby were two R.E. Olds financed buildings: the 1925-26 Hotel Olds at the corner of South Capitol and Michigan Avenues, designed by Chicago architects Holabird and Root, and the imposing, 300 foot tall Capital Bank Tower (now the Michigan National Tower), by the New York firm of Hopkins and Dentz. Constructed during the years 1929-31, the building is located at 124-26 West Ottawa.

of Washington Avenue. One of the showpieces of the Twenties was the Strand Theater and Arcade (211-219 South Washington), built from 1920-22 and designed by the renowned theater architect John Eberson for Michigan theater empresario, Walter Scott Butterfield. Combining the city's finest theater (built as a vaudeville house, but soon used for motion pictures as well), a two-level commercial arcade, a ballroom, and a bowling alley, the building is one of Lansing's architectural treasures. The arcade recently was converted to office space, but the theater portion was razed.

Several office buildings pre-date and post-date the 1920s, but their construction was part of the same auto-related boom. In 1916 the construction of the narrow-fronted Bauch Building at 115 West Allegan Street inaugurated a period of high-rise office building construction in the downtown. Other office structures include the 1925-26 Board of Water and Light Offices at 116 West Ottawa, and two buildings designed by Lansing architect Samuel Dana Butterworth: the 1917 Neo-Classical American State Savings Bank (101-03 South Washington) which has been entirely recovered in recent years, and the 1921 Prudden (now Washington Square) Building, an 11-story Renaissance-style tower. Down the street at 106 West Allegan is the brick Hollister Building which housed offices for such prominent entrepreneurs as R.E. Olds and Edward W. Sparrow. Erected in 1890, the building was enlarged to the west in 1915, remodeled in 1931, and again in the 1970s. Another bank block erected around this time was the 1922 Capitol Building and Loan Association at 112 East Allegan. However, by far the most architecturally distinctive and well preserved bank block is the 1931-32 Bank of Lansing Building (101 North Washington), a severely angular, "modern" office tower dressed up with a Romanesque decorative scheme and designed by Lansing architects Lee and Kenneth Black. The structure's exterior and banking room are visual treats of sculptural, metalwork, mosaic, and painted decoration executed by firms of national prominence. This was the third structure to house the bank, founded in 1928.

The Twenties also marked continued commercial expansion down East Michigan Avenue. In contrast to Washington Avenue's fairly exclusive business use downtown, however, East Michigan was an area of mixed residential and commercial use. Datestones on various blocks indicate some construction during the early 1900s (such as Trager Brothers Shoes at 509-11, built in 1900, and the blocks at 615 and 617 constructed in 1906 and 1909 respectively). Increased development occurred during the Teens (including the 1910 Toolan Building at 529, the 1911 Penfil Building at 531, the 1914 Tracy Building at 524-28, the 1914 Williams Block at 530-32, the 1915-16 Tracy Building at 316-18, and the 1919 Wately Block at 1454-56). At least five buildings date from the 1920s: the

National Fruit Company building at 513-15 East Michigan (1922), the 1925 structure at 812, a 1926 building at 726, a 1929 block at 1520-22, and the Resurrection parish hall, constructed in 1926.

By 1930 Lansing had a population of 78,397. The population boom was over; by 1940 census figures rose by slightly less than 400 inhabitants. City development since 1930 paralleled that of many other American cities. The area has witnessed rapid population growth and suburban expansion in the metropolitan area and extensive strip development on all the major arteries leading out from downtown. The city's population, which expanded by only a few hundred between 1930 and 1940, grew to over 92,000 in 1950 and to over 130,000 as of 1980--largely a result of frequent annexations of burgeoning suburban areas. As suburban growth has continued outward in all directions, however, the old core city--bounded by Logan and Huron Streets on the west, Willow and North Streets on the north, Mount Hope Avenue on the south, and Pennsylvania Avenue on the east--has become an inner-city urban area, and suffers to some degree from urban ills common to many American cities. Civic and commercial development has expanded from the downtown into old residential neighborhoods, giving them a spotty, half-commercial, half-residential aspect. In some neighborhoods many single-family homes have been converted into multi-unit structures. The pattern of crowding has often been compounded by intrusive development in the form of oversized apartment houses and office blocks squeezed on small city lots.

Beginning in the late 1960s, the vitality of the city was further eroded by urban renewal, which resulted in the demolition of virtually all of the Washington Avenue commercial area north of Michigan Avenue; by removal of 10 blocks of residential material to make way for possible future expansion of the state office complex, and by the city's recent demolition of six more blocks of early twentieth century housing for the Capitol Commons housing project. Although these and other projects--such as the construction of Interstate Route 496 across Lansing's south side in the early 1970s--have considerably disrupted the city's historic fabric, Lansing nevertheless retains a considerable number of districts and sites significant to its historical development, especially from the post-1900 period.

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PROPERTIES

residential, industrial, commercial, religious, educational, transportation

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan

Period: 1600-1945

Theme: Industry and Commerce

SUB-CONTEXT

Region: Lansing

Period: 1835-1945

Theme: Industry and Commerce

SUMMARY STATEMENT

Lansing's real emergence as an industrial center began around the turn-of-the-century with the rise of automobile manufacturing. While early industry had centered along the banks of the Grand River downtown and in North Lansing, the later heavy industries tended to locate on the edges of town, beyond the boundaries of the present survey area. Many historic archeological sites remain within the survey boundaries, but few actual structures. The surviving industrial buildings, none of which have great architectural merit, cluster downtown along Museum Drive (formerly Mill Street) and Cedar, Larch and Shiawassee, Hosmer and River Streets, and in North Lansing, especially along Race, Turner, Center, and East Grand River. With the exception of North Lansing, which contains nineteenth century industrial structures, industrial buildings generally date from the present century.

Industrial and commercial development began shortly after Lansing became the seat of government. North Lansing, which had been the site of the township's first dam and sawmill, soon emerged as a mill and mercantile center. "The more affluent businesses were the Seymour Saw Mills, the Cady-Glassbrook Foundry and Machine Works located on the Mill Race (Race Street) off of Franklin (now East Grand River) Avenue, the Old Pearl-Mills located on the northwest corner of Turner and East Grand River, the Parmalee Woolen Mill which stood on the northwest corner of Turner and East Grand River (in the Affeldt-Preuss Block), and 'Meade's Market,' a popular general store situated on the northwest corner of Center Street and East Grand River Avenue (in the Downer Block)" (North Lansing Historic Commercial District, 1975).

"By the early 1870s North Lansing was a thriving commercial-industrial community, saturated with a variety of enterprising businesses" and containing its own railroad depot and branch post office distinct from those of the rival Washington/Michigan Avenue commercial center near the capitol. "In the Lansing State Republican newspaper on September 21, 1871, North Lansing's commercial interests were highlighted and described as containing: five shoe shops, three hardwares, seven groceries, eight dry goods, three tin shops, two drugstores, two ready-made clothing stores, two meat markets, one print office, two photo galleries, one hotel, two

taverns, three saloons, two bakeries, two breweries, one cigar manufacturer, three agricultural implement stores, two cooper shops, two insurances, two jewelry stores, one hub factory, two millinery, one seed drill manufacturer, two barrels and stave manufacturies, four wagon and carriage shops, four blacksmith shops, twelve shingle mills, one iron-foundry (which made iron fronts for buildings and Thresher), one woolen mill (steam and water powered), one chair manufactury, one cabinet , two saw mills (one water powered, one steam powered), one plaster mill, one grist mill, and one wool work manufactory" (North Lansing Historic Commercial District, 1975).

Commercial development of the so-called middle village began to take place as soon as the location of the capitol square was announced. Washington Avenue, the most direct route between the lower and upper villages, was the obvious site for commercial activity. By 1848, middle village had two hotels, the Lansing House and the Columbus House, both long demolished....The opening of the Michigan Avenue bridge over the Grand River in 1848 and the removal of the post office from a general store on South Cedar Street south of East Main Street to the middle village in 1851 also helped to solidify the middle village's pre-eminence.... By the late 1860s, it appears, the section of Michigan Avenue from Capitol Avenue to the Grand River and five blocks of Washington Avenue from Ionia Street on the north to Kalamazoo Avenue on the south presented almost a solid front of business blocks (Christensen 1980).

Prior to construction of the new state capitol and improvement in rail connections, Lansing's overall commercial and industrial development remained tentative. The 1860 State Gazetteer commented that "the necessarily slow progress of clearing up a heavily timbered country, and the want of other means of communication than by common roads, has prevented that rapid progress which has been exhibited in some western towns, but Lansing has had a steady and healthy growth." The commentator went on to note Lansing's great potential as a market distribution center for the surrounding counties and stated that the completion of the Amboy, Lansing and Traverse Bay Railroad on the Detroit and Milwaukee Road, from Owosso to Lansing would result "in a rapid improvement and heavy increase of business and population" (p. 219-20).

The prediction proved accurate. Between 1860 and 1880 city population rose by over 5000, and conditions did improve slowly, despite the nation-wide economic setback of the Panic of 1873. During the post-depression revival of 1875, about 230 structures were constructed in Lansing, 17 of which were business buildings. Two of the more prominent businesses built were Meade's flour mill and chair factory and A.N. Hart's flour mill, each being situated in North Lansing" (North Lansing Historic Commercial District, 1975).

By 1875 Lansing was served by four railroads, and the improvement in market links fostered increased commercial and industrial development. In the 1860s and 1870s the area along both

sides of the river from Grand River Avenue southward to below Michigan Avenue and along the Northern Michigan Central tracks to the east of the river became the site of saw mills, chair factories, and other light industries using the area's rich timber supply until it was depleted in the 1880s. The area also contained a number of steam and water powered flour and grist mills; several produced flour exclusively for the New England Market (Christensen 1980).

In 1880 the writer of Durant's History of Ingham County, Michigan (1880) observed with cautious optimism that "the manufacturers of Lansing, though at first hardly apparent to a stranger, are nevertheless important and numerous" (p. 132). Likewise, the 1883 Gazetteer noted that the city "enjoys a prosperous trade with the flourishing surrounding country, and is rapidly increasing in wealth, trade, and population" (p. 995). Principal manufacturing enterprises of the period included "four sash and blind and door factories, five flouring mills, lumber mills, furnaces, carriage shops, two breweries, two large cooperages, a fanning mill factory, several large brickyards, and a tile factory" (State Gazetteer 1883). The existence of several carriage and wagon shops helped make Lansing something of a center for these products. The Capital Wagon Works (organized in 1886), and the Albert Clark Carriage Works (founded 1866), were some of the more important companies established during this period which contributed to the eventual emergence of Lansing's automobile industry.

As the native timber disappeared, Lansing began to switch to heavy industries, most of which continued in the established vein by locating along the banks of Grand River. In 1869-70 Edwin Bement and his son Arthur had moved their foundry and machine shop from Fostoria, Ohio to Lansing to take advantage of the growing demand for farm implements. By the 1880s the firm of E. Bement and Sons--located along the river at the foot of Ionia Street--was one of the city's largest employers. They manufactured stoves and farm equipment such as harrows and plows, but were more widely known for their sleds. (The Bement site was bought out by R.E. Olds in 1910 as site for REO trucks.) Another foundry, the Lansing Iron Works, was founded 1872 and bought out in 1879 by nineteenth century business magnate Orlando Mack Barnes and partner Samuel E. Jarvis. This firm evolved into the Jarvis Engine and Machine Works, a small twentieth century auto-related company. An additional prominent manufacturing firm was the Lansing Wheelbarrow Company, later known simply as The Lansing Company. Founded in 1881, it became one of the largest wheelbarrow manufacturing firms in the country and occupied a riverside site east of the Grand below Saginaw Street (Christensen 1980). This company also converted to truck and auto-related business after 1900.

While the river banks, Grand Avenue, Cedar and Race Streets became centers for industrial development, Turner and Franklin (now East Grand River) in North Lansing and Washington and Michigan Avenues downtown became the chief commercial corridors. With the construction of the new Capitol, Washington in particular eclipsed the early North Lansing commercial district as the city's

major business street. In 1883, the State Gazetteer entry indulged in proud hyperbole with the claim that "Washington Avenue, a mile and a half long and seven rods wide, and as level as a house floor, is one of the finest streets in America."

Extensive growth of the Washington-Michigan Avenue commercial area took place in the late 1860s, 1870s, and 1880s. Downtown blocks housed the hotels, banks, and various mercantile interests common to nineteenth century Midwestern communities. Some of the current downtown businesses date to this period, although most have been drastically altered. The Rouser Drug store site, for example, has housed a drug business since 1867. Christian Rouser, born in North Lansing, took a job as a drug clerk in 1883 and later purchased his own business with his brother-in-law, Claud Conklin. The Kositchek Brothers clothiers has been in operation since the late nineteenth century as well. John Whitley had grocery and dry goods stores in various downtown locations. Today two downtown blocks--314 S. Washington and 221 S. Washington--bear the name "Whitely."

Although no longer located downtown, the Michigan Millers Mutual Fire Insurance Company constructed two surviving downtown buildings, both handsome examples of their respective styles. The firm organized in 1881 to provide fire insurance protection for mills. In 1890 their eclectic Victorian block at 120-122 West Ottawa was completed according to plans drawn up by Lansing architect, Darius Moon. In 1928, Pond and Pond, Martin and Lloyd of Chicago completed the Tudor Revival structure at 208 North Capitol (Christensen 1980).

The steadily improving economy of the 1890s (interrupted briefly by the 1893 depression) prompted the organization of new banking institutions. Three surviving downtown banks date from the nineteenth century. The Capitol Investment Building and Loan (now Capital Federal Savings) organized in 1890 and occupied the ground floor of the Women's Building at 118 West Ottawa. This bank, like various other building and loans of the period, was a product of the economic and building boom of the late nineteenth century. By the mid-1890s it was among the largest building and loans in the state. The Neo-Classical building at 112 East Allegan was erected in 1922; the addition dates from 1939-40 (Capitol Savings and Loan Company, 1890-1940). Early photographs of the structure (now completely refaced) show the inscription "People's State Savings Bank," a name which curiously does not appear in the bank's historical brochure. Former presidents included James M. Turner (1890-91), Orlando M. Barnes (1892-93), Cornelius Gower (superintendent of public instruction and superintendent of the Boys Vocational School, 1893-1902), and Chester D. Woodbury (1902-1929).

The Union Building and Loan (now Union Savings and Loan, 121 East Allegan) likewise incorporated in 1886 out of a need for better home financing during the late nineteenth century building boom. The Lansing State Savings Bank (now First of America at the southeast corner of Michigan and Washington) organized in 1892

with W. Donovan, president, H.H. Larned, vice-president, and J. Edward Roe, cashier. In 1921, the year the present building was completed, the institution merged with the American Savings Bank to form the American State Savings Bank.

By the turn-of-the-century, Lansing was on the verge of a tremendous population and economic boom. Between 1900 and 1905 the city's 82 incorporated industries "doubled their work force and increased the value of their output by 134 percent. 'Lansing today,' concluded the Journal, 'is the center of a hard-working, prosperous and enterprising set of manufacturing, retailing, and professional institutions, with new enterprises springing up as if by magic'" (Kestenbaum 1981: 77).

The early industrial and commercial prominence of North Lansing diminished during the twentieth century. As the centers of business and manufacturing moved to the Washington-Michigan corridor and to the outlying regions, North Lansing became increasingly isolated. Nonetheless the area remained the center of some nineteenth century industries as well as newer ones. For example, Friedland Iron and Metal Company has processed scrap since the late nineteenth century. David Friedland came to Lansing from Manistee, began as a junk dealer, and eventually founded his own company which presently is located at 314 East Maple (Grainger, 1976: 113). Another North Lansing firm, the Lansing Ice Company, was founded in 1907 by J. Gottlieb Reutter, James H. Moore, and according to Grainger (1976), a Mr. Dunnebach. The firm originally located at the corner of Logan and Moores River Drive. Ice initially was cut from the river. By 1913, however, the company had purchased an ice making machine and had moved to 911 Center Street. Lansing Ice and Fuel Company coal towers, built ca. 1930 and in use until 1975, still stand at the Center Street address (Grainger, 1976: 111).

Various auto related enterprises such as the Auto Body Company and Peerless Motor, did locate within the North Lansing portion of the survey area during the twentieth century, but the major firms like Motor Wheel and its predecessors were located north and east of the survey boundaries. Likewise the Owosso Sugar Beet Company, another prominent and more recent North Lansing operation, was situated just west of the survey boundaries south of Grand River Avenue. Today North Lansing contains a cluster of small industries, mostly on Maple and Center, and serves as a peripheral local commercial center.

Lansing's emerging prominence as an auto manufacturing center began to have dramatic economic effects after 1900. Throughout the nineteenth century, descriptions of Lansing industry in the state gazetteers had been cautious, if not lackluster. By 1913, however, reports were glowing: "With unrivaled facilities for commercial and manufacturing enterprises...Lansing occupies a position of eminence in the middle west....In the last decade the progress of Lansing has been truly wonderful....It is today entering upon a period of business prosperity and civic growth the magnitude of which is a yet only understood by those far-sighted

leaders who have built the city great....In 1901 Lansing's industries numbered 74, the capital invested was \$2,055,133, average number of wage earners 1399, and the value of output \$2,942,306. Since that time Lansing has experienced one of the most extraordinary industrial growths reported throughout the state, and today the city is the home of 183 thriving industries employing 10,000 hands." The rise of the automobile industry and of auto-related industries was the major impetus for this accelerating early twentieth century growth (for more detailed discussion of the auto industry, see automobile context sheet). Unlike Lansing's earlier industrial development, which had taken place near the downtown along the Grand River, this new early twentieth century, auto-related industrial growth tended to take place along the city's thinly built-up fringes, where large tracts of land were still available.

"Lansing's automobile industry began with Ransom Eli Olds. In 1886 Olds (1865-1950) and Frank G. Clark constructed a 'horseless carriage' powered by a gas-fueled steam engine. Olds' experiments resulted in 1897 in the formation of the Olds Motor Vehicle Company. The Olds Motor Works moved to Detroit in 1898 but established a factory in Lansing in 1901 when, after the burning of the Detroit plant, Lansing businessmen obtained for Olds a large tract of land on the city's south side." A plant of the BOC division of General Motors still occupies this site (Christensen 1980).

"Because of disagreements with the board (Olds wanted the company to build low-cost, mass-production models, while the board wished to manufacture high-priced, custom-made automobiles), R.E. Olds resigned in 1904 and established the Reo Motor Car Company. In 1904 the company began construction of a factory complex on South Washington Avenue on Lansing's south side. Although designated a National Historic Landmark, this complex was entirely demolished during the second half of 1979" (Christensen 1980).

"In 1921 Lansing's third major auto plant was constructed--at West Michigan and Verlinden Avenues on the west side of town--for the manufacture of the Durant automobile. The plant closed in 1929, but was reopened in the mid-1930s to house General Motors' Fisher body Division" (Christensen 1980).

The development of Lansing's automobile plants led to the establishment of subsidiary, auto-related industries, most located outside the survey boundary. Among them were the Motor Wheel Corporation, founded in 1903 as W. K. Prudden and Company and still in operation today, and the now defunct Michigan Screw Products and the Atlas Drop Forge Company, both founded in 1906 by R.E. Olds as components of his Lansing auto empire (for more detail see context sheet on auto industry).

The city encouraged the development of new industry through the creation of a "reserved district" which provided "free factory

sites to acceptable concerns" (State Gazetteer, 1913), and a manufacturers railroad which connected the major industrial plants with the principal trunk lines serving the city.

During the 1920s, Chamber of Commerce descriptions of the city's economic climate verged on the ecstatic. The enthusiasm was entirely justified. The 1920s before the stock market crash were Lansing's golden years. City population, profits, industrial production, and construction reached new peaks. In 1925, nearly 25,000 people were employed in Lansing, and the value of factory output neared a quarter billion dollars (State Gazetteer, 1925-26). In their 1926 publication, Lansing Michigan, A City of Stable Industry, Satisfied Workers, and Civic Soundness, the Chamber of Commerce praised the city's diversity, noting that "today, approximately one hundred and eighty manufacturing concerns are doing business in Lansing and employ 16,000 men and women, 13,000 of whom work in the eighteen leading factories" (p. 9).

Despite claims of diversity, Lansing's industrial reputation and economic vitality derived from the automobile industry: of the 22 companies with over 100 employees in 1920, only four--the city electric light and water department, the Michigan Central Railroad, the Michigan State Telephone Company, and the Owosso Sugar Company--were unrelated to automobile manufacturing. Various structures associated with these non-automotive firms exist within the survey boundaries, among them the Grand Trunk (formerly Michigan Central) Depot and freight buildings on East Michigan Avenue, and several Board of Water and Light buildings, among them the 1925-26 office building at 116 West Ottawa and the 1917 Cedar Street Pumping Station (112 S. Cedar, 1927).

Another important business which began during the 1920s was the ABC Airline Corporation, incorporated by Talbert Abrams in 1923. The company became "a pioneer in the field of aerial photography, introducing numerous technical innovations that established the science of aerial photography around the world" (Kestenbaum 1981: 138). Abrams Instrument, Aerial Survey, and Aircraft Corporation were later spin-offs of the original company. The former two are still in business today. "As head of one of the first aerial survey operations, Ted Abrams accomplished many firsts in photogrammetry. He achieved the first full aerial inventory study of Isle Royal for the U.S. Park Service; his photographs of Honor to Benzonia, Michigan, was the first aerial survey done for highway layout; and he designed the only airplane used specifically for aerial photography, a plane that is now restored and preserved for display in the Smithsonian Institution" (Kestenbaum 1981: 138). Like many area industries, Abrams aided the war effort during the Second World War. While auto plants and other factories converted to military vehicle parts and munitions, Abrams helped educate the Marines in the use and interpretation of aerial photography (Kestenbaum 1981: 138). The buildings at 606 East Shiawassee (now the College Bike Shop at 340 Larch) once housed various Abrams enterprises (Caterino 1986). Abrams' home

at 1310 Cambridge is built in the shape of an airplane.

In 1930, city population numbered 78,397. Leading industries and employers still were automobile-related, and most new industrial developments remained beyond the boundaries of the survey area. Washington and Michigan Avenues remained the primary commercial strips. Secondary commercial developments had emerged on Saginaw, Logan, Kalamazoo and Barnes. Within the downtown and along East Michigan Avenue, various new commercial buildings had been erected during the Teens and Twenties, housing both new and long established businesses (see growth and development context sheet). During the 1930s, some new growth occurred despite the Depression and unemployment. New commercial buildings included the 1930 Lansing Creamery and Home Dairy building at 319-321 South Washington, and the J.W. Knapps Department store, completed in 1937-38. In addition, two of the downtown's most architecturally significant bank buildings were completed in the years following the stock market crash. Capitol National Bank, founded in 1906 with R.E. Olds as president, became Michigan National Bank in 1959. The original bank stood at 122 S. Washington, although offices eventually were housed in the Hollister Building. The current 25-story tower with its terra cotta ornamentation dates from 1929-31. The downtown's other outstanding bank building, the Bank of Lansing, was completed in 1932. James W. Wilford, president of Melling Forging Company, helped organize the bank in 1928 and served as its president for twelve years. The bank's first location was at Center and Grand River in North Lansing. The present handsome building at the northwest corner of Michigan and Washington occupied the former City National Bank site.

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Union Savings and Loan, Half Century of Progress, 1886-1936 (brochure, Lansing Public Library Local History Room).

PROPERTIES

industrial, commercial, railroad and utility-related structures

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Transportation

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Transportation

SUMMARY STATEMENT

Lack of adequate transportation slowed Lansing's early growth just as the completion of road and rail links fostered increased economic activity after 1880. Lansing at the time of the capitol relocation was a motley collection of buildings in a swampy forested wilderness. "Recognizing Lansing's isolation, in 1848 the legislature financed the opening of roads from the town to other important points. The legislature authorized the completion of the important Grand River Road which, projected by the United States Congress in 1832, was to run from Detroit through Howell and what is now North Lansing to Grand Rapids and the mouth of the Grand River. The section from Howell to North Lansing (present-day Grand River Avenue) was finally opened in 1849. Several of the new roads, including the Grand River Road, were turned over to turnpike companies in the 1850s and rebuilt as plank roads" (Christensen 1980).

Even the completion of roads, however, did not mean travel was easy. In 1889, the author of Lansing Illustrated included the following reminiscence: "The site of the new Capital (sic) was in a heavily timbered country, very difficult of access, and for a few of years was decidedly unhealthy. Epidemics and fevers were fataly (sic) prevalent and many new comers, discouraged, moved away to more promising fields. The writer, in 1855, was eight hours making the 17 miles from Eaton Rapids to Lansing, by stage" (p. 16).

Lansing pioneer James Turner (1820-1869) was extremely influential in the establishment of early transportation arteries to Lansing. Turner moved to North Lansing in 1847 and opened one of the area's first stores. Soon thereafter Turner, Hiram H. Smith (Lansing's first mayor), and Charles Seymour became involved in the construction of the Lansing and Howell plank road, which connected with the Detroit-Howell road. Completed in December, 1852, this road became an important transportation link between Lansing and points east. Turner served as treasurer and manager of the plank road company from 1851 until his death in 1869. His stately home on the Grand River, later bought and enlarged by his

Register.

Along with Orlando M. Barnes, Daniel L. Case, William H. Chapman, and A.N. Hart, Turner also was involved in the development of rail transportation to Lansing. The city's industrial and population growth after 1870 was due in large part to the establishment of railroads. "Lansing's first rail link, connecting the city with Owosso and other towns to the northeast, was opened as far as North Lansing in 1861 and into the center of the city two years later. Lines were opened to Jackson in 1866, to Battle Creek and Ionia in 1869, to Detroit in 1871, and to Eaton Rapids/Albion/Jonesville in 1873" (Christensen 1980). Turner originated the project for the Jackson line, and became treasurer, superintendent, and a member of the first board of directors of the Ionia-Lansing line. Barnes withdrew from practice as an attorney in 1871 to "devote his entire attention to the interests of the Jackson, Lansing, and Saginaw Railroad Company," serving as secretary and legal counsel (Durant 1880: 181-82).

In 1889, Lansing Illustrated provided the following description of city rail facilities: "There are five passenger stations in the city, two at North Lansing, two in the center, and one in the southern part of the city. A transit line now crosses the Grand River to the west side, with an outlet to the Michigan Central, Lake Shore, and the Detroit and Lansing roads, and these roads have favorable connections with the Grand Trunk. Lansing has thus eight railroad arms which give it favorable connections with the commercial world in every direction" (p. 22). Three original passenger stations remain today, only two of which are within the survey boundary. The southern passenger depot, the Grand Trunk and Western Rail Station at 1203 South Washington, is located out of the survey area and already is listed on the National Register. The Michigan Central North Lansing comfort station (313 East Grand River) was built in 1914 and is part of the North Lansing Historic Commercial District.

A third surviving station stands at 637 East Michigan Avenue. "Lansing's Union Station [now Clara's] was constructed in 1910 for joint use by the Pere Marquette Railroad and the Michigan Central Railroad. The Pere Marquette leased space from the Michigan Central, but did not own a share of the property or bear any of the costs of construction. There are two buildings, both of brick construction with finished ashlar foundations..., hipped roofs, and wide overhanging eaves supported by wooden brackets. The larger of the two, the [original] passenger waiting area, is 40 feet wide and 140 feet long, and features two bay windows topped by conical roofs. The original tile roof has been replaced with shingles. The smaller building, 40 feet wide and 90 feet long, served as a baggage room and was originally linked to the passenger waiting room by a covered walkway, no longer extant" (Hyde 1976: 160). The Michigan Central Lansing freight house at 703 East Michigan also is located in the vicinity.

During the 1890s, Lansing became part of the larger statewide development of streetcars and interurban lines which served local

markets and commuters. By 1895, Lansing had a trolley line from the southerly city limits to North Lansing, and along East Michigan Avenue to MAC (State Gazetteer, 1985-96). The Lansing (later Michigan) Electric Street Railway Company, headed by J.N. Downs, developed streetcars and interurban links to Lansing, Battle Creek, and Kalamazoo. Headquartered in Jackson, the company was part of the Michigan United Traction Company (Dunbar 1980: 566). By the 1920s, Lansing was laced with an impressive network of interurban tracks, and the Michigan Electric Railroad Company was among the top 25 employers. The Chamber of Commerce noted in 1926 that "the system of city and interurban lines centering in Lansing taps a large territory and renders a community service to factory managers and factory employees. In 1925 the company extended its service by the addition of city motor busses. The assessed value of the city lines and equipment alone is \$662,000....The estimated freight handled by the company in 1925 was 35,000 tons. An express freight service is maintained on all its interurban lines and operates eight freight trains daily out of Lansing" (1926: 14-15). Although the track generally has been abandoned, sites of interurban stations remain. One example is the Michigan United Railway/Shields Building at 314 East Michigan, which served as a ticket office and waiting room from 1919-1923 (Caterino 1986).

Lansing's bus stations are of more recent construction. The Art Moderne Greyhound Bus Station at 511 South Washington opened in 1950 as a union bus terminal which replaced the old Union Station at 114-118 South Grand, now the Walter Neller Building (Caterino 1986).

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PROPERTIES

railroad depots, siding, freight houses, bus stations

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Economic Affairs

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Agriculture

SUMMARY STATEMENT

Agriculture and related enterprise is one aspect of Lansing's economic history which tends to be overshadowed by the automobile industry. Clearly, the great innovations in agricultural technology and education came out of Michigan Agricultural College (now MSU) in nearby East Lansing rather than Lansing proper. However, Lansing developed in the midst of a rich agricultural region, and a portion of local commerce catered to the processing and distribution of farm produce. In 1884, Ingham county ranked 14th in the state in the production of winter wheat, and 10th in the number of sheep (Michigan Census). Not surprisingly, early industries in North Lansing and along the banks of the Grand River included flour and woolen mills. Several of the former produced flour exclusively for the New England market.

Other nineteenth century companies manufactured agricultural implements. These included Cady, Glassbrook and Company in North Lansing (now in ruins) and Edwin Bement and Sons at Ionia and Grand (no longer extant). Another firm, the North-Molitor Manufacturing Company, organized in 1891 and specialized in float and lever spring tooth harrows sold under the "Black Diamond" label. According to Headlight Flashes (1895: 32), the company pioneered the use of harrows made from gas pipe rather than wood. The firm once was located on Grand at the foot of Ionia. Other firms sold agricultural implements. Such was the case with the Rork Brothers (James and Michael) who sold agricultural implements and windmills first at 111-113 East Grand River and later at 115 from the 1890s through the first decades of the twentieth century. Agricultural equipment, thrashing machines, and tractors continued to be produced in Lansing as part of the emerging automotive-industrial economy. The Lansing Motor and Pump Company at 326 South Hosmer, which also manufactured feed grinders, is a case in point.

Various companies also processed or sold agricultural products. The Briggs Company at 400-06 East Michigan, for example, sold hay and feed in addition to building supplies. The Michigan Condensed Milk Company, founded in 1887, had a large building on the north side of Shiawassee east of the bridge where they manufactured about a million cans of condensed milk per year just before the turn-of-the-century (Headlight Flashes 1895: 20). In

1930 another dairy concern, the Lansing Creamery, moved to their new Art Deco building at 319-21 South Washington. Heatherwood Farms has processed milk from Michigan farms at 2701 East Michigan (east of the survey area) since the late 1930s (Kestenbaum 1981: 158). The Genesee Fruit Company (610 East South, also outside the survey boundary) established Lansing cider mills in 1889 and at the time had one of the largest operations of its kind in the world (Headlight Flashes 1895: 6). The firm selected Ingham County because of its high apple yield, and also had mills in New York state. After 1900, various immigrants established small produce businesses. Examples include the National Fruit Company, located at 513-15 East Michigan in 1922, and Charles Spagnuolo's Michigan Fruit Company at 311 North Larch. Finally, the Owosso Sugar Beet factory (northwest of the survey area on Grand River Avenue) became a major employer after the turn-of-the-century and was instrumental in bringing a number of Tejanos and Mexicans to Lansing between the World Wars.

One major by-product of Lansing's agricultural environs was the establishment of the Municipal Market. The idea originated after the turn-of-the-century with the North Side Commercial Club of North Lansing. In an attempt to convince a reluctant mayor and aldermen to appropriate public funds for the project, the Club staged a trial market on Turner Street, which apparently lasted for the entire summer and harvest season. Local farmers jammed Turner Street with wagons overflowing with locally produced fruits, vegetables, honey and syrup (State Journal, August 30, 1952). Convinced of the viability of the market project, in 1909 the city established the first municipal market at the corner of Grand and Shiawassee on the present fire station site. The current market complex at 333 North Cedar was constructed in 1938 based on plans drawn up by Assistant City Engineer, C.E. Thornton. The site was purchased from R.E. Olds. Housed in architecturally undistinguished one-story buildings, the market serves the Greater Lansing and draws truck farmers within a 35 mile radius (Wong 1977).

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Sat. Aug. 30, 1952

PROPERTIES

farm houses, city market, agricultural implement dealers, farm
machinery dealers

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

SUB-CONTEXT

Region: Michigan

Region: Lansing

Period: 1600-1945

Period: 1880-1945

Theme: Economic Affairs
and Technology

Theme: Auto Industry

SUMMARY STATEMENT

While the location of the state capitol in Lansing dominated the city's historical development during the nineteenth century, the growth of the automobile industry clearly was the single most significant development of the present century. Between 1900 and 1935 many of the residential neighborhoods and downtown landmarks included in the survey area were constructed, and the city experienced an unprecedented period of prosperity, optimism, and growth. Between 1890 and 1930 Lansing's population jumped from 13,102 to 78,397, with the biggest increase of 31,229 to 57,327 recorded between 1910 and 1920. Although the proliferation of automobile and related industries indelibly shaped the present character of the survey area, few of the relevant industrial sites actually are located within the survey boundaries, and the majority of these are merely historical archeological sites rather than locations of existing structures. Nonetheless, the overview of major automotive companies which follows provides an essential interpretive framework for understanding the historic growth development of Lansing, especially the development of workers subdivisions such as Park Heights and Quentin Park, and the construction of pivotal commercial buildings such as the Capital National Bank, the Olds Hotel, and the Prudden Building.

Lansing's prominence as an automotive center is the result both of serendipity and suitability. In 1880, Pliny F. Olds moved his family, including sons Wallace and Ransom, to Lansing where he established a machine repair and steam engine shop on River Street, south of the survey boundary. Although other Lansing inventors such as Madison Bates, George Bohnet, and Frank Clark also were to build automobiles, only the models of Ransom Olds captured both the public market and imagination. In 1885 at age 21 Olds joined his father as a partner in P.F. Olds and Son, and the two successfully sold a number of gas-generated steam engines. The company incorporated in 1893, and in 1896 the younger Olds completed his third horseless carriage with his own gasoline powered internal combustion engine combined with a carriage designed by Frank Clark, then working for Clark and Company carriage shop, described at the time as one of the largest concerns of its kind in the state (Headlight Flashes, 1895). In 1897 Olds pre-

sented a plan for an automobile manufacturing company to some of the city's prominent businessmen; the resultant Olds Motor Vehicle Company was financed by Edward W. Sparrow, Arthur C. Stebbins, and Eugene F. Cooley. In 1898, a new company called the Olds Motor Works received increased capital from stockholders Sparrow and Samuel L. Smith, the latter a former Lansing resident then living in Detroit. By 1900, Lansing had the makings of an incipient auto town, with seven carriage, wagon, spoke and engine companies active in addition to the Olds Motor Works.

The following year, however, Olds moved to Detroit in search of greater markets and financial backing. In 1901, the Lansing Businessmen's Association--a precursor to the Chamber of Commerce--took advantage of labor unrest and a plant fire in Detroit and attempted to lure Olds back to Lansing. Realizing that the city's wagon and buggy industry might soon be eclipsed by the horseless carriage, they offered a former fairgrounds site north of the Grand River which still is occupied by a plant of General Motors B-O-C. Olds accepted, and work began on a new Olds Motor Works factory on the city's south side. Lansing at the time offered adequate rail facilities and parts suppliers which made it an attractive choice for a new plant.

"The engines and running gear would be made first at the Olds Gasoline Engine Works [formerly P.F. Olds and Son] and later at the new factory of the Olds Motor Works. The production of bodies and wheels would be let out on contract. Because of the bulk of these parts, the bodies in particular, and the transportation costs involved in hauling them some distance, it was mandatory that Lansing should have factories that could supply these parts. In 1901 Lansing had two plants that were manufacturing automobile bodies and wheels. William K. Prudden and Company, whose specialty was sulkies, bike buggies, and rubber tires, had been in business [under various names since 1887 and in various locations, including large facilities at 701-35 East Saginaw]. [Prudden] was supplying the local demand for these products and had taken contracts for them from companies in Detroit and elsewhere. The other factory [whose founders in 1901 included lawyer and Lansing Businessmen's Association vice president Harris Thomas] was the Auto Body Company [207 East Grand River], producer of automobile and carriage bodies. With these two firms supplying the bodies and wheels, it was possible for the Olds Motor Works to manufacture a complete automobile; this was a vital consideration in the decision to erect a plant at Lansing" (Niemeyer 1963: 42).

During his brief tenure with the Olds Motor Works in Lansing, Olds and engineer Horace F. Loomis pioneered the famous curved dash "Merry Oldsmobile," a low-priced runabout produced on a precursor to assembly line techniques. By 1903, profits were so good that the management decided to sell the gasoline engine works portion of the business to the Seager family. James H. Seager, who was on the Oldsmobile board of directors, had made his fortune in Upper Peninsula copper. By 1904, however, disagreements with the board over the direction of the company caused Olds to resign and establish his own company, the REO Motor Car Company, with a new

plant at 1331 South Washington. "Although designated a National Historic Landmark, this complex was entirely demolished during the second half of 1979" (Christensen 1980). The Olds Motor Works, which remained in Lansing under the management of Edward Verlin-den, was taken over by William C. Durant's General Motors Corporation in 1908.

Workers flocked to Lansing during this period seeking employment with the city's two auto manufacturers and with the plethora of subsidiary auto-related industries established in their wake. By 1910 the city's four major employers all were auto-related: Olds Motor Works, REO, the Lansing Company, and the Auto Body Company. Olds himself was directly responsible for three of these industries, and also played a pivotal role by founding companies such as the National Coil Company (1906, 221 North Cedar), the Michigan Screw Company (1906, 502 South Hosmer), Atlas Drop Forge (1906, originally located on Mill Street, moved to 209 West Mt. Hope about 1913), and the Original Gas Engine Company, later known as the Ideal Power Lawn Mower Company (1912, located on the parking lot site at 704 East Kalamazoo). In 1910, Olds purchased the E. Bement Sons Company plant [Lansing's pre-eminent nineteenth century forge, agricultural implement, stove and sled manufacturer once situated on Grand at the foot of Ionia] as a site for the manufacture of trucks. The REO Truck Company was organized that same year, later to be absorbed by the REO Motor Car Company in 1916.

Other auto-related industries established during this period included the Novo Engine Company, an outgrowth of the earlier Hildreth Motor and Pump Company, which reorganized under this name in 1908 at their 702 Porter Street site, and the Duplex Truck Company, founded in Charlotte in 1906, which constructed a plant at 2100 South Washington in 1917. In 1925 Duplex moved to 830 East Hazel Street and sold the Washington plant to REO, which used the building as a truck and bus plant (Caterino 1986). The Hughs Lyons Company, located at 700 East South, began in 1886 with the production of wax figures and hat conformers. In 1918, the company turned to metal plating, display fixtures, and special bodies for commercial vehicles. Of the numerous major automotive industries established in Lansing, however, only two have surviving structures within the survey area: John Ebel's Lansing Motor and Pump Company, founded in 1903 and located the following year at 326 Hosmer (Caterino 1986), and the Bates Edmonds Motor Company building, founded in 1899 and reorganized by R.E. Olds in 1925 as the Hill Diesel Engine Company, (presently part of the R.E. Olds Museum). Bates-Edmonds was headed by Batesmobile inventor and former Olds Engine Works machinist Madison F. Bates along with James P. Edmond's, the company bookkeeper and secretary. "Together they became the first and most successful off-spring of the gas engine manufacturing boom created by the patent Bates and R.E. Olds had secured on a gas or vapor engine in 1896. By 1925, over forty thousand of the 'Bull Dog' engines were produced there and shipped the world over" (R.E. Olds Museum insert #2, 1985). During the 1920s the company switched to diesel engine manufacture. "After Bates died in 1924, Edmonds sold his stock to R.E. Olds, and the firm was reorganized

as the Hill Diesel Engine Company, with Olds at the helm" (R.E. Olds Museum insert #2, 1985). Portions of the site have been enlarged and rebuilt for various industrial uses, but the original two-story Bates-Edmonds building, constructed in 1904, remains as perhaps the only auto-related industrial site in the downtown.

The prominence of auto manufacturing within the city economy only strengthened in the ensuing decade. Despite Chamber of Commerce accolades on the diversity of Lansing industry, the auto industry dominated profits and employment. REO, Olds, Prudden and the Auto Body Company together employed over 8000 people, and the city's nine largest employers were all auto-related concerns. The industry continued to expand through the late 1920s. In 1920, a merger of Prudden Wheel Company, Auto Wheel Company, and the Gier Pressed Steel Company created the Motor Wheel Corporation, which located its headquarters at 701 East Saginaw. The following year, the then ousted GM merger king William C. Durant founded his own company--and Lansing's third auto manufacturer--and began constructing a new plant at 401 North Verlinden. The Durant Motor Car Company operated in Lansing, producing such models as the Star, until bankruptcy forced its closure around 1930. Fisher Body took over the site in 1935, which currently houses the B-O-C Lansing Car Assembly Body plant.

The economic prosperity of the era prompted a burst of new construction. Some of the new commercial buildings, such as the 1921 Prudden Building, the Hotel Olds and the Capital National Bank, were linked directly to funds provided by auto magnates such as R.E. Olds. Others simply reflected the buoyancy and prosperity of the automotive economy.

In 1926 Olds financed the 13-story Hotel Olds (now the Plaza Travel Lodge). Built in 1925-26 at the southeast corner of South Capitol and Michigan Avenues, the hotel was erected by the Lansing Community Hotel Corporation, of which Olds was chairman. The Olds Hotel supplanted the old hostelries along Washington Avenue and provided the city with a 1500 person convention room, exclusive ground floor shops, and a room for the Lansing City Club. R.E. Olds also was responsible for the tallest skyscraper in downtown, the 25-story Capitol National Bank constructed in 1929-31. The new bank at 124-26 West Ottawa was designed by the New York firm of Hopkins and Dentz to house the bank, Olds offices, and rental space.

William K. Prudden was the driving force behind both the old 1917 Prudden Building, which burned in 1920, and its current replacement, constructed on the same site at the southwest corner of Washington and Michigan in 1921. The building housed the Dancer-Brogan Department store until 1929. Then in 1931 it was sold to a group headed by Arthur C. Stebbins, vice-president of Motor Wheel and president of the New Way Motor Company. From 1932-52 J.C. Penny's was located in the building (Lansing Public Library Local History Room).

A burst of post-World War One housing construction also was

related to growing numbers of auto workers flocking to Lansing. The housing shortage, already critical due to the city's post-1900 population explosion, was worsened due to the wartime housing moratorium. "To meet the crisis and to assure builders that houses built on speculation would find a ready market, the State Journal, the Lansing Real Estate Board, the Chamber of Commerce, and city officials began a nine-day 'own your own home' campaign in April 1919. 'A supreme effort is being made,' said the State Journal, 'to pledge for Lansing enough homes to properly house its families' as well as new arrivals. The warning of William C. Durant, president of General Motors, that 'Lansing must match the expenditure of millions by General Motors with adequate housing for its workingmen' heightened the intensity of the campaign. The 'own your own home' crusade became a regular feature of State Journal editorials and advertising supplements for months after the planned nine-day effort. By the spring of 1921, the crisis had eased, as new residential subdivisions appeared all over Lansing... and city officials reported a record number of building permits" (Kestenbaum 1981: 89). Among the various workers subdivisions developed during this time were Quentin Park, Greencroft (the Strathmore vicinity), and Park Heights and Moore's Park subdivisions between Logan, Moores River, South Washington and Barnes. The majority of residents of these neighborhoods worked in southside auto industries such as Novo, Duplex, REO, Olds Motor Works, and Atlas Drop Forge. A promotional plat map for Park Heights in the State Journal for February 10, 1917 featured the headline, "Drop Forge, Duplex Motor, Slightly Plat in the City!" Oak Park was the creation of B.F. Davis, president of the City National Bank, real estate developer Nathan Judson, and William T. Britten, a contractor and real estate dealer. "Between 1919 and 1929 a total of eighty-three new houses were constructed" (Shaffer and Varras 1978).

By 1930 Lansing's population had reached 78,397. The growth spurt was over, as 1940 numbers grew to only 78,753. Sales at REO were faltering even before the stock market crash, and the beleaguered company finally was placed into receivership in 1938, two years after it ceased production and Olds retired from the Company (The company later resumed under new management.) Durant failed to survive the crash altogether. Only Oldsmobile maintained economic vitality during the early years of the Depression. Labor unrest began to plague a city which had boasted in 1926 that "no serious strike has occurred for a number of years and industrial failures of any consequence are unknown in the city's recent history..." (Chamber of Commerce 1926: 10). During 1937, Lansing automotive workers joined in the wave of sit-down strikes occurring throughout the state's auto industry.

The outbreak of World War Two, however, brought new vitality to city industry. Many of the major auto companies shut down operations of civilian vehicles and turned to the production of munitions and military vehicles. "Before the war ended, 24 Lansing war plants held government contracts, and scores of smaller firms produced component parts on a subcontract basis. REO manufactured trucks and heavy equipment" (Kestenbaum 1981: 109).

Beginning in 1942, Oldsmobile produced "48,000 rounds of artillery ammunition, 140,000 aircraft machine guns and tank cannon, nearly 350,000 high precision parts for aircraft engines and 175,000,000 pounds of forgings for military trucks, tanks, aircraft and guns" (Oldsmobile 1968: 6). By 1943, the Nash-Kelvinator plant, housed at the Duplex Truck site of 2100 South Washington, "had become the world's largest producer of airplane propellers, employing 85,000 workers in its \$80-million facility.... Fisher Body--which manufactured ailerons, rudders, and elevators for the B-29--had one of the largest war contracts in the area. Federal, Lindell, and Atlas Drop Forge made castings of every conceivable variety; Abrams Instrument, Dail Steel Products, Olofsson Tool and Die, and the Novo Engine Company also held wartime contracts. With wartime labor shortages, thousands of women worked in these and other Lansing industries" (Kestenbaum 1981: 109).

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PROPERTIES

garages, gas stations, auto repair shops, factory sites, Olds Hotel, Hollister Building, Michigan National Tower, workers subdivisions

In addition, the following list of homes represents sites built or occupied for a substantial period by key figures in the auto industry:

- 533 South Grand, James H. Seager, president Seager Engine Works
- 601 South Grand, Rudolph Loomis, president Capitol Auto Company
- 531 South Capitol, James P. Edmonds, president and manager Bates and Edmonds Motor Company
- 601 North Capitol, George Bohnet, auto inventor, treasurer Capitol Auto Company
- 615 North Capitol, William Newbrough, president and general manager, New Way Motor Company
- 427 West Hillsdale, Madison F. Bates, inventor, president Bates and Edmonds Motor Company
- 1701 Jerome, Hugo B. Lundberg, president and general manager, Michigan Screw Company
- 1712 Jerome, Harris E. Thomas, attorney and vice-president New Way Motor Company
- 1204 North Genesee Drive, Elmer R. Dail, manager Jarvis Engine Works
- 1306 North Genesee Drive, Ernest I. Dail, president and general manager Dail Steel Products
- 511 Fulton, Emil M. Refior, vice president and treasurer, Lansing Forge
- 631 Moores River Drive, A. Crossman Pratt, factory manager, Duplex Truck Company

1908 Moores River Drive, Wallace S. Olds

1329 Cambridge, Howard C. Lisle, vice president and manager John
Bean Manufacturing

1408 Cambridge, Harry F. Harper, president and general manager
Motor Wheel

1485 Cambridge, Drury L Porter, vice president and treasurer,
Motor Wheel (extant?)

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Ethnic History

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Ethnic and Minority History

SUMMARY STATEMENT

The history of Lansing's ethnic settlement differs somewhat from much of the state in that the majority of ethnic growth and diversification occurred in association with the auto-related industrial growth of the early twentieth century, rather than with nineteenth century mining, agricultural, and lumbering activities as was the case in the Upper Peninsula and northern two-thirds of the Lower Peninsula. Further, while the great influx of immigrants to northern Michigan meant that over half the population of a particular town or county was foreign born during the peak mining and lumbering decades, in Lansing proportions never exceeded the 19% high reached in 1884. By the time the second great wave of Southern and Eastern European immigration began around 1900, Lansing's overall population had begun to grow at such a tremendous rate that proportionally, the foreign born population remained small although actual numbers of foreign born persons increased each decade, with the biggest jump of 3973 to 5985 occurring between 1910 and 1920.

Lansing is typical, however, in that its earliest immigrants were persons of Irish and German extraction who were fleeing famine and political turmoil in Europe during the mid to late 1800s. The Irish, for example, had a settlement around Bunker Hill in southern Ingham County as early as the 1840s and apparently were instrumental in the founding of St. Mary Church in Lansing during the 1850s and 60s. Census and city directory materials do not indicate any real center of Irish settlement in Lansing, as was the case with Germans in North Lansing, although numbers were sufficiently large to prompt formation of a chapter of the Ancient Order of Hibernians. Among the city's most prominent Irish residents was Edward W. Sparrow, whose initial capital came from land speculation and whose many commercial and civic accomplishments in Lansing included financier of the first two Olds automobile companies, president of the City National Bank, president of the Lansing Wheelbarrow Company, and founder of Sparrow Hospital. Sparrow's home at 506 South Washington Avenue, once one of the showpieces of the city, has since been torn down. The Irish represented 9% of the county's foreign born in 1890. These 406 Irish individuals comprised the the fourth largest foreign born group in the county behind Germans, Canadians and English. By 1900 numbers had dropped to 6%, and a steady decline

continued through 1930.

From the mid-1800s through 1930, the Germans consistently composed Lansing's largest group of foreign born. In 1890, they numbered 39% of the county's foreign born; by 1900 the percentage was 43%. The predominance of German settlement in Lansing paralleled immigration patterns in Michigan and the U.S. as a whole. Some Germans came directly from the mother country, while others moved from nearby communities such as Westphalia and St. Johns. Like all immigrant groups, they established benevolent and mutual aid societies, among them the German Workingmen's Society, and two lodges of the Deutschen Order of Harugari which met in the DOH Hall at 420 North Grand Avenue. Lansing also was home to a weekly newspaper in German, the Michigan Staats Zeitung.

In contrast to the Irish, the Germans did congregate in a particular area; North Lansing north of Lapeer Street early became a center for German neighborhoods, businesses, churches, and social halls. The 1906 City Directory--among the earliest available for street listings--indicates that streets such as Pearl, Liberty, West Maple, and West Kilborn were at least half occupied by persons with Germanic surnames. One of the city's surviving Queen Anne homes designed by Darius Moon was built for German immigrant Christian Hermann and his wife Agnes at 520 North Capitol. Christian Hermann worked for the family tailoring business, John Hermann and Sons, and later served as vice-president of the Union Building and Loan Association, YMCA treasurer and Board of Water and Light commissioner. Agnes Hermann had a great interest in music and culture and helped bring the first Philharmonic Artists Concert series to Lansing around 1916. The Hermann's also hosted numerous private concerts in their home (Elstein: n.d.).

Social activities centered around the now destroyed Arbeiter and Leiderkranz Halls, situated on Grand Avenue at the foot of Lapeer, and the German churches. Lansing's pioneer German congregations included Emanuel Lutheran (organized 1855), Trinity Evangelical Lutheran (organized 1871) and the German Methodist Episcopal Church (organized 1853), and St. Paul's German Evangelical Lutheran (319 West Genesee, now St. Paul's United Church of Christ), organized in 1886.

The oldest of the surviving building housed the city's earliest German congregation: the 1892-93 German Methodist Episcopal Church at 227 West Saginaw, a Romanesque Revival building erected under the pastorate of Rev. Christian Baumann. The church had been established during the 1850s through the efforts of the Ann Arbor-based German missionary, John Kreihbiel; in 1854 the newly organized society had 11 members, and the figures grew to some 55 believers by 1880. The first church building was dedicated in 1857. German Methodism continued as a separate entity through 1933, when the church merged with the administration of the Michigan Methodist conference. The building is currently an example of adaptive reuse.

Although the German Methodists were the first to organize, the German Lutherans were not far behind. Emanuel Lutheran organized in 1855, while Trinity Evangelical Lutheran originated in

1871 with a group of Emanuel parishioners that split over doctrinal differences. The German Lutherans had been organized by Rev. Frederick Schmidt, who previously had founded the state's first German Lutheran congregation in Scio Township, Washtenaw County, in 1833. In 1855, some 55 families were involved and worshiped in Cedar Street School. By 1856 the first church building was erected at the corner of Seymour and Kilborn. The present stone Norman Gothic building for Emanuel Lutheran (1001 North Capitol) was built in 1915-16 at a cost of \$38,321. The Owosso firm of Taylor and Malefski served as contractors. The Trinity Lutheran congregation erected a new building in 1959 at 501 West Saginaw. The last congregation to organize was the German Evangelical Church of St. Paul. The 16 charter members of 1886 called a young pastor from Germany, Rev. C.C. Haag, to serve as their first minister. The initial frame building at the corner of Genesee and Walnut was replaced by the current red brick Gothic building in 1907. A new wing was added in 1955 (Lansing's Downtown Churches, n.d.).

The North Lansing commercial district, a part of which is included in the National Register North Lansing Historic Commercial District, housed many German businesses, although the area was not exclusively German by any means. The names inscribed on the surviving commercial blocks as well as businesses listed in gazetteers and city directories clearly indicate the German mercantile presence. The 1873 State Gazetteer, for example, lists such Germanic sounding names as Gottlieb Bauerly, blacksmith, on Center, Baurnglass and Rohrer, painters of North Lansing, Frederick Steinkohl, baker on Franklin (now Grand River) and Gottfried Uebele, grocer on Franklin. The Affeldt Block (303-05 East Grand River) in the North Lansing Historic Commercial District 303-05 East Franklin was built in 1890 by Frederick Affeldt in a German/Dutch Renaissance style for the Affeldt Brothers meat market and extensively remodeled by son John in 1924. Number 329 in the Downer Block on East Grand River was built by Jacob Gottlieb Reutter in 1928. The then ex-mayor (Reutter had served from 1912-17) at the time was involved in real estate, including the c. 1918 sale of land which became the site of the Durant Motor Car Company, now Fisher Body. One of Lansing's most prominent German residents, Reutter arrived in 1884 at the age of 15, established the Lansing Ice and Fuel Company, survived the anti-German sentiments during his World War I mayoral term, and as mayor secured several city parks.

In keeping with larger state and national trends, Lansing's next major influx of immigrants began in the 1890s when groups of Russians, especially Russian Jews, emigrated to the area. Of the 4476 foreign born residents listed for Ingham County in the 1890 U.S. Census, 42 were Russian. By 1900, when the census distinguished between Russians and Russian Poles, the combined total was 67. By 1910, figures for Lansing proper numbered the Russian population at 200, and the total rose still higher to 438 in 1920 before dropping off to 322 in 1930. Research for this project has not pinpointed any specific buildings associated with Lansing's Russian population per se. There are structures associated with the Jewish population, however, which was comprised initially of German Jews, such as the Kositchek Brothers, Henry and Jacob, who

were natives of Prague and opened a gentlemen's clothing store at 113 North Washington Avenue in 1889. After 1900, most Jews arriving in Lansing were Russian. Jacobsen (1976) includes maps of Jewish households for the years 1896 and 1918. These maps do not suggest any neighborhood clusters, but rather typify Lansing's overall settlement patterns in that the 1918 map shows less settlement around downtown and more settlement near the automobile-related industries in North and South Lansing. Religious services had been sporadic up until 1918, when David Friedland, proprietor of Friedland Iron and Metal Company, founded Congregation Shaarey Zedek. A synagogue was located at 523 South Capitol Avenue until completion of the brick building at 522 North Pennsylvania in 1932. The congregation currently is located in East Lansing and the old synagogue is used as a Salvation Army Church.

Lansing's demographic profile paralleled the nation as a whole in that the period 1900-1910 marked an increase in the numbers of Eastern and Southern European immigrants. British, Canadian and German settlers still dominated, but figures for 1910 for the first time show Austrians, Turks, Italians, Greeks, and Hungarians. By 1920 sizable numbers of Poles and Syrians (a census term which in fact included mostly Lebanese) had settled in the city. The chief lure for this new wave of immigrants was employment in the burgeoning auto industry and the positive economic climate it generated. "Of 3759 REO employees in April, 1917, 947 were foreign born, including 35% of its 'conscription age' workers." During World War I, REO and other auto companies cooperated with the Lansing School District in a program of Americanization, offering English and citizenship classes. "The Americanization program continued for a decade after the war, until immigration restrictions reduced the numbers of immigrants and made the program obsolete" (Kestenbaum 1981: 87).

Many immigrants and their descendants became prosperous business persons in the city. Among the numerous examples pertinent to the survey area was Italian Charles Spagnuolo, founder of the Michigan Fruit Company at 311 North Larch, who reportedly wrote friends and family of work available at Diamond REO, Olds, and Lansing Drop Forge (State Journal 8-13-78). Greek James Vlahakis founded the popular Lansing Cafe at 203 South Washington, which operated from 1914-1937 and in 1937 moved to the present location of Jim's Tiffany (116 East Michigan), once owned by Vlahakis as well. In 1921 he helped found the Lansing chapter of the American Hellenic Progressive Association and in 1927 the first Greek Orthodox Church, which held services in the Hellenic Association hall (State Journal 8-20-78).

Two of the largest groups to arrive between 1900 and 1920 were Arabic and Slavic speaking peoples. According to Haji-Athanasίου (1977) Lansing's first wave of Arabic-speaking, chiefly Lebanese settlers arrived between 1905-1916. These were mostly Orthodox Christians who participated in St. Mary's Church and later St. Casimir's. Social and mutual aid activities were carried on in various men's clubs, in the Deir-Mimas United Relief for families in the Old Country, and in the Syrian American Workman Association, established in 1913, which aided immigrants and helped secure funds for building an Eastern Orthodox Church. The

club hall was located at various addresses in the area of greatest Lebanese settlement near the Olds and REO plants, principally on Olds Avenue, William Street, St. Joseph and Logan, all outside the current survey area. A second wave of Lebanese migration occurred beginning in 1920, when families established here wrote home to friends and family, often on REO stationary, urging emigration to Lansing. After the new arrivals became established, they tended to move elsewhere in the city. Although many began in factory jobs, they often turned to self-employment. By the mid-1930s, Lansing had some 40 small, Lebanese-owned family groceries.

Lansing's Polish community had become of such size by the late Teens that in 1916, Father John O'Rafferty, then priest of St. Mary's, sent for Rev. Leo P. Szybowicz to minister to the needs of the city's some 150 Polish families. During this period, "the Polish were the fourth largest group of foreign born in Lansing (over 600, 1/10 of foreign born), and at least a third of them were residing in the sixth ward [the Moores Park vicinity south of the Grand River]. Almost twice as many Germans were in the city, and more than half as many Russians; but [considering] that at the time of their immigration, just before 1918, there was no official "Poland" and the Slavic people from that area were listed as Germans, Russians, or Hungarians, the figures are even misleadingly low" (Jager 1979). So many Poles lived on Henry Street that the name was changed to Pulaski Street. Three Polish mutual aid societies were established--the Polish National Alliance, the Polish Falcons, and the White Eagles--which banded together in 1925 to build the Polish Hall at 1030 West Mt. Hope. The focal point of the Polish community, however, became St. Casimir's, built on land donated by John Grabowski, a Polish emigre who arrived in 1904, began as a vegetable peddler, and eventually founded Lansing Floral Company, now Barnes Avenue Floral. The church was built in 1921-22 and the basement was ready for the first mass on April 2, 1922. Although the Diocesan Bishop Michael J. Gallagher always conceived of St. Casimir's as a regional parish for South Lansing Catholics, its Polish association was a strong one. The earliest available church annual report (1939) listed 125 Polish speaking families, 115 English, 25 Slovak, 18 German, 15 French, 10 Lebanese, and 5 Italian. The St. Casimir complex now includes the old church, expanded in 1926, a 1928 convent for the Sisters of the Holy Family of Nazareth, a new church built in 1954, and a post-1957 school and gymnasium, and a 1980 rectory-administration building.

Lansing's two largest minority groups, Latinos (predominantly Mexicans) and Blacks began to develop sizable populations between the Two World Wars. Prior to 1900 Lansing's relatively small black population was dominated by young men housed at the State Reform School, and by adult males working in hotels and service occupations, with only a scattering owning their own businesses. Building contractors John W. Allen and Andrew Dungey, for example, were noted for their excellent work. Dungey alone worked on over 300 dwellings (Meyer 1970: 85). Homes were clustered around the downtown area in racially mixed blocks; no black area emerged until 1930. "Around the mid-1860s, educational and religious meetings were regularly held by residents of Lansing's black community. In 1866, Rev. Henderson, minister of the British Metho-

dist Episcopal Church of Canada, organized the Independent Methodist Church Society. Their first permanent meeting place was a small frame building at 109 North Pine Street. In October, 1875, the name of the church changed to Bethel AME Church and in 1877 construction began on a brick building at the same site which served the congregation for 85 years" (Meyer 1970: 77-79). The building since has been torn down.

By 1900, 3383 blacks lived in Lansing. Those figures rose 90% to 14,774 in 1910, and another 84% to 26,090 by 1920. Although a more conspicuous group, they comprised only 1.1% of the city population in 1910. Prior to World War I, urban industries had depended on foreign labor. Immigration quotas during the 1920s, however, forced industry in Lansing and elsewhere to rely increasingly on blacks, especially southern blacks who migrated north. It was during this period that black residential areas began to emerge. During this early period, segregation was less a factor than preference; black families moved to homes vacated by other blacks, or into black occupied blocks. True ghettoization did not develop until after World War II. Of these emerging black neighborhoods, only the area around Chelsea Street south of Michigan and north of Washtenaw is within the survey boundaries. This area was one of the few new post-1900 neighborhoods in which blacks were allowed to buy. It was characterized by small lots and improper survey and planning which resulted in contested property lines (Meyer 1970: 97).

Black employment patterns changed little through 1939. "Access for the newcomers into manufacturing and industry did not develop at high levels. Only in foundry work did blacks make any kind of inroads, particularly at Lansing Drop Forge and Novo Foundry. During the 1920s, Oldsmobile hired a number of Negroes for custodial work, but entrance to higher status jobs did not open significantly. In the early 1930s, blacks were employed on production jobs at Oldsmobile with a number on higher rated jobs, such as paint spray, dingman, sheet metal finisher, polisher, auto mechanic, auto repairman, and final inspector. Negro skilled and semi-skilled tradesmen found it increasingly difficult to acquire employment related to their training. As a consequence, the proportion of Lansing's blacks in service and common labor occupations remained high" (Meyer 1970: 99-100).

The first Mexicans appear in the 1930 census. Census records are probably misleadingly low, since many Mexicans were migrants or otherwise were not counted, but regardless, this is a much more recent immigrant population. Many came initially to work in agricultural-related labor. For example, the Owosso Sugar Beet factory in North Lansing, just west of the survey area, paid train fares for Mexicanos and Tejanos to come to Lansing. Mexicans also worked in munitions factories and other industries during the Second World War. By the 1940s a small Mexican community had emerged in North Lansing and that area remains a center for Lansing Latinos (State Journal, 8-29-78). The Comité Cívico Patriótico Mexicano, a civic and patriotic organization, was founded in 1947.

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Michigan Census

Michigan State Gazetteers

St. Casimir's Parish, misc. church records and unpublished historical material.

United States Census

PROPERTIES

churches, synagogues, parochial schools, residences, community halls, commercial buildings

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Religion

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Religion

SUMMARY STATEMENT

The Lansing Historic and Architectural Survey area contains numerous churches. This overview will highlight some of the major denominations currently housed in buildings of historic and architectural significance.

In 1848, the newly relocated state legislature in Lansing decided to give each local religious denomination a lot for the construction of a house of worship. This offer primarily affected middle town groups, since the church lots were located adjacent or near to the old and present Capitol sites. Early church development paralleled the larger state pattern: Congregational, Baptist, Methodist, Presbyterian, and Episcopal groups all met in some capacity prior to 1850. They were joined by Irish Catholics and German Methodists, Lutherans and Catholics during the following decade. All these groups owed a great deal to circuit riders of various denominations who were instrumental in organizing nascent churches prior to the appointment of permanent pastors, to the church women's societies which were indispensable fundraising organizations, and to the great Lansing revivals of 1858 which swelled the ranks of the the Protestant faithful (Druse 1959). By 1859 Lansing had eight buildings devoted to worship, and three or four more would be erected by 1864 (Druse 1959: 5). Numbers grew to 14 by 1873, 19 by 1895, and 23 by 1905. None of the initial church buildings survive, however, and only a scattering predate 1900.

Although some cooperation and co-mingling between religious societies occurred in early Lansing, lower town eventually developed its own churches. North Lansing had been visited by a Methodist circuit rider as early as 1845 (Druse 1959: 6), and by 1847 Methodists had formed their own church which alternated with the Presbyterians in the use of a warehouse owned by North Lansing pioneer, James Seymour, and later in the use of the Cedar Street School. Not until 1879, however, did the Methodists erect their first church--known as First Methodist Church--at 500 East Franklin (now East Grand River). The present Neo-Classical building, built in 1918, currently houses the Bethlehem Temple.

During the 1860s, the Methodists had considered organizing a

separate North Lansing society, but decided the idea was impractical. Instead, "James Turner, a leading member of the Methodist Church, proposed to Rev. [Chester] Armstrong [of First Presbyterian downtown] to donate the lot at the foot of Washington Avenue to the Presbyterians, provided they would undertake to supply North Lansing with gospel preaching" (Durant 1880: 173). The Franklin Street Presbyterian Church was organized in 1864 and the first building completed in 1865. The current architecturally eclectic brick building, now known as North Presbyterian, was built during 1915-16 and dedicated April 16, 1916.

Also located in the North Lansing vicinity were Lansing's pioneer German congregations: Emanuel Lutheran (1001 North Capitol, organized 1855), Trinity Evangelical Lutheran (501 West Saginaw, organized 1871) and the German Methodist Episcopal Church (227 West Saginaw, organized 1853), and St. Paul's German Evangelical Lutheran (319 West Genesee, now St. Paul's United Church of Christ), organized in 1886. A more detailed discussion on these congregations is included in the context sheet for ethnic history.

Various Middle Town religious groups met in the temporary capitol building until the construction of their own buildings. Many of the downtown congregations eventually built handsome structures in the vicinity of the new 1872-78 Capitol building. Among the now vanished capitol square churches were First Presbyterian on the southwest corner of Capitol and Allegan, First Universalist Church at the northeast corner of Capitol and Ottawa, St. Paul's Episcopal, a delicate Carpenter Gothic structure designed by Detroit architect Gordon W. Lloyd and built in 1873 on West Ottawa Street, and Plymouth Congregational Church, a stone-trimmed, brick, Victorian Gothic edifice constructed in 1876-77 on the southeast corner of West Allegan and Townsend Streets from the designs of G.H. Edbrooke and Company of Chicago (Christensen 1980). Four churches do still surround the capitol complex: Central United Methodist, First Baptist, St. Paul's Episcopal, and St. Mary's Cathedral. Two of these--Central Methodist and First Baptist--are listed on the National Register of Historic Places and are among the few extant nineteenth century churches located in the survey area. (The only other nineteenth century church is the former German Methodist Episcopal, a vernacular red brick interpretation of the Romanesque style with a squared corner tower, which dates from 1892-93 and is located at 227 West Saginaw.)

The Central United Methodist congregation grew out of the Middle Village Methodist class established in 1850. The massive Richardsonian Romanesque building at 215 North Capitol was designed by Detroit architect Elijah Myers (also architect for the State Capitol) and built in 1889-90 to replace the original 1862 brick church. Persons involved in the building committee included three physicians--Harry Haze, Robert E. Miller, and Dr. Hagadorn--, city assessor Charles H. Thompson, Sparrow-Kroll Lumber Company secretary and treasurer Frank E. Church, and farmer Morgan B. Hungerford. Among the prominent parishioners to contribute to programs in the new church was Walter Hiram French, a state and national

leader in vocational education and Michigan Agricultural College professor of agricultural education, who taught Sunday School for many years. Other prominent members included Gertrude and Richard Scott who donated the 1922-23 Temple House. It was designed by Lansing architect Lee Black and completed at a cost of \$250,000. Richard Scott worked with R.E. Olds in various managerial positions during the latter's Lansing career, among them as vice-president and manager of the Reo Motor Car Company, president of Novo Engine Company, and vice-president of Capitol National Bank.

The First Baptist Church (227 North Capitol) was built in 1892-94, shortly after Central Methodist. The Church had been organized in 1851 and members had erected their first building on this same site in 1857. During the early years local Baptists used the Grand River for baptisms. The growing numbers in the congregation prompted the need for a new building during the 1890s. Designed by the Lansing firm of Edwyn Bowd and Earl Mead, the edifice is another fine example of Richardsonian Romanesque style, with a narrow front and steep roof which contrasts with the massive outlines of Central Methodist. Building committee chairman was Henry R. Pattengill--state superintendent of public instruction, publisher of the Michigan School Moderator and assistant professor at MAC--with music dealer William S. Holmes chairing the trustees and Charles E. Garner, secretary of Michigan Mutual, heading the finance committee. During the early twentieth century, under the pastorate of Rev. Orlo J. Price, First Baptist became involved in various state and local projects, among them the State Mission Board, the Anti-Saloon League, and the Boys YMCA.

St. Paul's Episcopal Church at 220 West Ottawa built its third and present building in 1914. The Episcopal Society of St. Paul's had become a formally accepted parish by 1856. As the formative and for many years only Episcopal church in Ingham County, St. Paul's ministered to Lansing and county residents as well as to faculty and students at MAC, founded in 1855. The present Tudor Gothic brick church edifice was designed by Rector Henry Simpson, a man with engineering training and artistic talents who apparently modified plans submitted by the Lansing firm of Butterworth and White. At the time of dedication, only three stained glass windows were installed, one in memory of former Rector George Robson and two in memory of the family of Edward W. Sparrow, the wealthy Lansing capitalist who played a key role in late nineteenth and early twentieth century commerce and banking.

The final capitol area church is St. Mary's at 219 Seymour, which was formally designated a Cathedral in 1937. St. Mary's Church was the only Catholic parish in the city until the construction of St. Casimir in 1921-22. Catholic missionaries from Westphalia, Corunna, Ionia and Detroit had visited the Lansing area during the 1840s, but no permanent pastor was assigned until 1856. Work began that year on a church building but, like other denominations, Lansing Catholics worshiped in the temporary Capitol chambers until their building was finished. Lack of funds

prevented completion until 1864. At that time the church had some 50 members, among them a large portion of Irish Catholics. St. Mary's established a parochial school in 1873, taught by the Sisters of Charity of Cincinnati. After the turn of the century, the rapidly expanding city population, including the large numbers of Catholic immigrants, necessitated the construction of a new and larger building. The influential Lafayette Isadore Brancheau, pastor of St. Mary's from 1897-1915, secured a lot and oversaw the 1902-04 construction of a new church as well as the remodeling of the 311 Seymour Street convent, previously the home of James B. Judson, of the real estate firm of Judson, Wiley and Judson. (The Lansing Multiple Resource Nomination list prepared by Rochelle Elstein calls this the William T. Carpenter House.) By 1910, even the 1904 building proved inadequate for the growing parish, and now serves as the parish hall. The current Norman Gothic church stone building at 219 Seymour dates from 1911-13 and was designed by Rev. Brancheau.

John O'Rafferty succeeded Brancheau as pastor after the latter's death in 1915. Under O'Rafferty's leadership, the parish split into a southern section, dominated by the Polish Catholics of St. Casimir led by Father Leo Szybowicz, and in 1922, into the easterly Resurrection Parish headed by Father John Gabriels. The old architecturally undistinguished St. Casimir church (729 W. Sparrow) still exists, although a new building was completed in 1954. Resurrection's 1922-26 church-hall (1527 East Michigan), also is still in use, although a new high school building (1939), church (1951-52) and Jerome Street convent (1949) since have been constructed.

Excepting the three 1890s buildings mentioned previously, most if not all of Lansing's earliest church groups outgrew and replaced their original buildings during the first two decades of the twentieth century, and many expanded and established new parishes in the growing suburbs beyond the historic downtown core. By 1913, 31 churches existed in Lansing, and that number grew to 49 by 1922 and 81 by 1939. (These figures include churches outside the survey boundary.) New denominations such as Christian Scientist (300 Genesee, present church built in 1952), Christ Evangelical Lutheran (122 South Pennsylvania, present church built in 1938), and Central Church of the Nazarene (1300 Eureka), formed after the turn of the century as did the city's first Jewish congregation, Shaarey Zedek, formally organized in 1918 as a union of Orthodox, Reformed, and Conservative believers. The city's scattering of German Jews had been joined after 1890 by growing numbers of Russians so that by 1918 Lansing Jews numbered 450 and comprised the sixth largest Jewish population in the state (Jacobsen 1976). The brick synagogue at 525 North Pennsylvania, currently serving as a Salvation Army Church, was dedicated in 1932.

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PROPERTIES

churches, church schools, church halls, rectories, convents, City Rescue Mission (founded 1911), Salvation Army, YMCA (built 1941), YWCA (built 1926)

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Education

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Education

SUMMARY STATEMENT

Early educational development in Lansing reflected the split between the long established practice of private academy instruction and Michigan's pioneering system of public education, promoted by the state's first superintendent of public instruction, John D. Pierce. As early as 1847, shortly after the legislature approved plans to move the state capitol to Lansing Township, a small rush of land speculation ensued. The children of these early settlers were taught by Miss Eliza Powell in the city's first school, a rough shack located near the site of the present Cedar Street School. By 1854, three school districts under township jurisdiction had been established, one each in the fledgling settlements of lower town, middle town, and upper town. In 1851, the lower town school district no. 2 replaced the initial shanty structure with a substantial two-story brick edifice which cost around \$5000, an unprecedented figure for the time. During Lansing's formative years, the Cedar Street Second Ward School was one of the finest buildings in the area and served as meeting space for newly organized Lower Town churches before the completion of actual church buildings. In 1861, two years after Lansing's incorporation as a city, the legislature created a single city school district and the first board of education was elected.

Although three school districts existed by the mid-1850s, the idea of the superiority of private institutions died hard, especially among Lansing's pioneering Eastern seaboard settlers. Several schools led by private tutors undoubtedly existed; however, the most enduring and significant within the total state context was the Michigan Female College, founded in 1855 by Avon, New York native Abigail Rogers and her sister, Delia. A short-lived rival establishment, the Female College and Preparatory School for Girls and Boys, was founded by Helen K. Clapp. Michigan's female colleges and seminaries were established to provide advanced education beyond the primary school level at a time when women were barred from the state university. The state's branch school system, which provided secondary education and college preparation for boys, did have "female departments," but after the branch system lost public funding, an effort was made to establish a separate state school for women. After 1855, various female seminaries emerged, among them the Lansing institutions, all

apparently hoping to receive state funding (Dunbar 1980: 345). The hope was in vain, however, and not until 1870 did Michigan Agricultural College (now MSU) and the University of Michigan become coeducational.

Although her Michigan Female Seminary lacked public support, Rogers did garner sufficient private funds through the contributions of Detroit shipping magnate, Captain Eber Ward, and the fundraising efforts of such prominent North Lansing citizens as first mayor, Hiram H. Smith, and merchant and plank road entrepreneur, James Turner. In 1857, the college moved to a spacious North Lansing tract on what is now the School for the Blind Campus. The Michigan Female College continued until Abigail Rogers' death in 1871. The buildings subsequently became part of an Odd Fellows Institute for old and disabled members and later, the Michigan School for the Blind which moved to Lansing in 1881. Darling (1950) indicates that the shell of one of the original seminary buildings is incorporated in the present administration building.

The Michigan School for the Blind (1141 North Pine) originally had been housed in Flint as part of the Asylum for the Deaf, Dumb, and Blind, established through the State Constitution of 1848. The blind students were moved temporarily to the Lansing Odd Fellows/Female Seminary site in 1879. "Lansing already had several state institutions and departments [among them the State Reform School for Boys, organized in 1855] and it had been unofficially decided not to bring any more institutions into the city....The Odd Fellows made such an attractive offer, however, that in 1881 the Legislature purchased the property outright for \$10,000 and undertook a remodeling program for the school" (Postwar Public Works Program for Michigan School for the Blind, 1943). The institution became a public school in 1917, and by the 1940s was one of five leading schools for the blind in the country with one of the nation's largest braille libraries. The oldest structure on the grounds currently is the Administration Building (Sanborn dates, 1916, 1919, 1924), purportedly designed by Edwyn Bowd (some sources in the Michigan architects index at the Bureau of History list another architect).

The other major state educational institution located in Lansing was the Michigan State Reform School for Boys, later known as the Industrial School for Boys and most recently as the Boys Vocational School. The complex was situated on a 225 acre tract at 330 North Pennsylvania which included a work farm and various buildings. One of the most renowned nineteenth century superintendents was Cornelius A. Gower, a former superintendent of public instruction who "attained a national reputation in the management of boys without harsh discipline or prison surroundings" (Lansing Illustrated, 1889). Surviving structures now located behind Eastern High School and Pattengill Junior High (both built on part of the original Reform School acreage) include the industrial building (1923), the power plant, a warehouse (1926), laundry (1926), and kitchen (1923) (Sanborn Maps, 1953).

Business and professional training schools also existed in Lansing during the nineteenth century. The earliest of these was Lansing or Bartlett's Business College, founded by Professor Henry P. Bartlett of Lansing in 1867. The school attracted male and female students from throughout the city, state, and adjacent states for the study of grammar, penmanship, bookkeeping, mathematics, English and commercial law (Durant 1880: 158). R.E. Olds was among the students to complete an accounting and bookkeeping course there in 1883. Bartlett's successors were two brothers, William A. and C.E. Johnson, who arrived in Lansing in 1886, took over and expanded the school's curriculum, and renamed it Interlake Business College, then the oldest and largest commercial college in central Michigan (Portrait and Biographical Album of Ingham and Livingston Counties: 488). Johnson, a former school principal, formed a partnership with M.L. Minor in 1888 after his brothers death. The college was housed in a new Italianate structure at 231-37 South Washington (still extant) and stressed penmanship, commercial and normal studies, elocution, typewriting, and shorthand. The college, under new management, later was known as the Central Michigan Business College, and then Lansing Business University, which occupied the building through the 1920s.

During the late nineteenth century, Lansing's public schools underwent slow growth and change. In 1868 the board initiated the grading of schools, the position of superintendent, and the establishment of a high school program. Nonetheless, despite the proximity of MAC, the nation's pioneer land grant college, and the Lansing headquarters for the state superintendents of public instruction, the city's schools were not particularly innovative or noteworthy. In his parting address as Lansing school board president, then deputy superintendent of public instruction Courtland Bliss Stebbins noted: "Lansing does not now compare with other cities of comparable size in our State. Our school properties are unkempt, decayed and downright disreputable. They certainly are no inducement to prospective families seeking a suitable home and educational advantages for their children" (Darling 1950: 174). Stebbins' particular interest was the establishment of kindergartens in Michigan schools. Some 20 years prior to the passage of the State Kindergarten Act in 1891, Stebbins helped organize a kindergarten at the Second Ward School on North Cedar. The experiment ran out of funds in 1873, however, and not until 1908 were kindergartens re instated in city public schools.

While the 1873 State Gazetteer echoed Stebbins' assessment by describing Lansing's schools as "limited," by 1883 the Lansing entry boasted of six ward schools, a Catholic and German Lutheran parochial school (the most enduring of the city's various parochial schools) and the new high school, "one of the finest school buildings in the state, erected in 1874-75 at a cost of \$55,000." The extensively remodeled high school, portions of which remain, was originally a Second Empire Style brick structure with quoined stone work and a mansard roof. For some 50 years, until the completion of Eastern High School in 1927, the school board adopted a policy of expanding the old 1875 building rather than constructing a new one. Beginning in 1943 "Old Central," as the

original high school was called, became Lansing Technical High School. In ca. 1967 Lansing Community College acquired the building and remodeled it as the Administration Building. The handsome Neo-Classical Revival former high school and Carnegie public library building (1903-05) at 210 West Shiawassee adjoins the school property to the south and also has been affiliated with LCC since approximately 1967. The library was designed by Lansing architect, Edwyn Bowd.

Beginning in the 1890s, the school board embarked on a period of expansion which focused on establishment of ward schools in the growing suburbs along the city's outer fringes. Thirteen schools had been built by 1912. City population grew so rapidly during the next 30 years that 18 additional structures were completed by 1944 (Aldinger: 1944: 29-31). Today, only one building within the current survey area predates 1900 and represents the older style of school architecture. The 1894 Cherry Street School, a red brick Romanesque structure, closed due to declining inner city population and enrollment in 1933 and now houses offices. The remaining schools which qualify as historic structures were erected in the Teens, Twenties, and Thirties. Examples include Genesee Street School (1910-1912), Allen Street School (1913, 1925), East Park School (1916), Cedar Street School (1918), Pattengill (formerly East) Junior High (1919-21, 1922, 1938), Walnut Street School (1923, 1937), Walter French Junior High (1924-25), and Eastern High School (1926-27, 1935-36). Many city schools were constructed or had additions and improvements built as part of the federal Works Progress Administration during the 1930s. Most exhibit fairly standard and undistinguished design features typical of "modern" architecture of the period. Indeed, Bartholomew's 1921 Lansing Plan complained of the planning and architectural characteristics of Lansing's schools. West Junior High was singled out as typical of the city's "barren, factory-like" school design and cramped lots. The most noteworthy exceptions are the Art Deco Walter French Junior High School at Mt. Hope and South Cedar, and the Tudoresque red brick Eastern High School, the latter designed by school architect Judson N. Churchill with the Chicago firm of Pond, Pond, Martin, and Lloyd acting as consulting architects. Pond and Pond had designed similar Tudor Revival educational buildings at the University of Michigan (Michigan Union, 1919, and Women's League, 1929). Bartholomew commented favorably on Eastern's design at the time, stating that "the new school on Jerome is far more in keeping with modern standards; schools of this type will give the city character" (1921: 49).

The twentieth century period of facilities expansion coincided with new educational programs and techniques. Manual training, industrial arts, and domestic arts entered the seventh and eighth grade curriculum in 1904. However, preliminary investigation does not suggest any innovations connected with the ground breaking vocational and pedagogy work then being conducted by Walter H. French at nearby MAC. French's pedagogy students did observe classes at Lansing grade schools and high school, but the pioneering centers for teacher training were established in East Lansing and Haslett rather than Lansing.

Under the leadership of Lansing High School principal Jay W. Sexton, high school vocational education began in 1912-13, and in 1914 the highly successful night school adult education program was instituted for English and citizenship instruction. Sexton was appointed board superintendent in 1916 and was instrumental in the organization of the junior high system during the early 1920s. A newspaper interview appearing in the State Journal (4-28-55) suggests that Lansing was the second city in the nation to place seventh, eighth, and ninth graders in a separate junior high school. However, Springman (1952: 73-75) states that the nation's first junior high was probably in Berkeley, California, ca. 1910. while Muskegon had a junior high as early as 1911. By 1918, just before construction began on Lansing's West Junior High, some 43 junior highs already existed throughout the state (Springman 1952). Although not innovative on a state or national level, the three Lansing junior highs constructed during the Twenties marked "the most significant [Lansing] educational advance in nearly a half century" (Darling 1950: 185).

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PROPERTIES

current and former public school buildings, private and parochial school buildings, Michigan School for the Blind, State Industrial School buildings, Interlake Business College, Carnegie Public Library, Old Central, homes of prominent teachers, principals, superintendents, board members

RESOURCE PROTECTION PLANNING PROCESS

CONTEXT WORKSHEET

BUREAU OF HISTORY, MICHIGAN DEPARTMENT OF STATE

CONTEXT

Region: Michigan
Period: 1600-1945
Theme: Architecture

SUB-CONTEXT

Region: Lansing
Period: 1835-1945
Theme: Cultural Style and
Vernacular

SUMMARY STATEMENT

Please see architectural overview statement.